



## City of Torrance, Community Development Dept.

3031 Torrance Blvd., Torrance, CA 90503 (310) 618-5990

Jeffery W. Gibson, Director

# Environmental Checklist Form

1. **Project Title:** Del Amo Financial Plaza Redevelopment (EAS15-00002) CUP15-00023, CUP15-00024, DVP15-00002, DVP15-00003, DIV16-00002, & MOD15-00011 (PP65-38)
2. **Lead Agency Name and Address:** City of Torrance  
3031 Torrance Boulevard  
Torrance, CA 90503
3. **Contact Person and Phone Number:** Gregg D. Lodan, AICP  
Planning Manager  
(310) 618-5990
4. **Project Location:** 21515–21615 Hawthorne Boulevard (Southeast corner of Hawthorne Boulevard and Del Amo Circle Drive)
5. **Project Sponsor's Name & Address:** Nadel Residential & Commercial, Inc  
1990 South Bundy Drive, Suite 400  
Los Angeles, CA 90025
6. **General Plan Designation:** Commercial Center
7. **Zoning:** HBCSP-DA1 – Hawthorne Boulevard Corridor Specific Plan Zone – Del Amo Business Sub-district One
8. **Description of the Project:**

The project is a proposal to construct and operate a new fitness center (with subterranean parking), a new restaurant, and convert an existing professional office building to medical offices, on a site located on the southeast corner of Hawthorne Boulevard and Del Amo Circle Drive. The project proposes a two-story 45,000 square foot fitness center atop a two-level subterranean parking structure, a 10,000 square foot restaurant with 2,000 square feet of outdoor dining area and valet service. The project also includes the conversion of an existing 5-story, 80,000 square foot office building to medical offices, and controlled parking.

The project adds 55,000 square feet of enclosed area to the existing project, resulting in a total of 420,581 square feet, located on a 351,965 square foot site. The project has a Floor Area Ratio (FAR) of 1.20.

**Surrounding Land Uses and Setting:** The site is currently developed as the Del Amo Financial Center, which consists of a financial office complex to the east, comprised of a 12-story building, a 5-story building, four office pavilions, and parking structure, along with a surface level parking lot to the west. The office complex and parking lot are separate parcels, under separate ownerships, and the project does not include nor involve the parking lot parcel. The site is immediately adjacent to mostly commercial properties, except to southwest and northwest which are residential. There are also residential properties to the west across Ocean Avenue. The adjacent commercial uses include major shopping centers, hotels, retail, offices, and restaurants.

**Other public agencies whose approval is required:** None

## ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- |  |   |  |
|--|---|--|
| <input type="checkbox"/> Aesthetics                    | <input type="checkbox"/> Agriculture Resources              | <input type="checkbox"/> Air Quality             |
| <input type="checkbox"/> Biological Resources          | <input type="checkbox"/> Cultural Resources                 | <input type="checkbox"/> Geology/Soils           |
| <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology/ Water Quality           | <input type="checkbox"/> Land Use/ Planning      |
| <input type="checkbox"/> Mineral Resources             | <input type="checkbox"/> Noise                              | <input type="checkbox"/> Population/ Housing     |
| <input type="checkbox"/> Public Services               | <input type="checkbox"/> Recreation                         | <input type="checkbox"/> Transportation/ Traffic |
| <input type="checkbox"/> Utilities/ Service Systems    | <input type="checkbox"/> Mandatory Findings of Significance |  |

## DETERMINATION: On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Field Inspections and Assessment By:

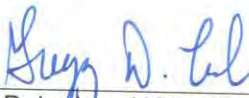


Soc Angelo Yumul, Planning Assistant

6/17/16

Date

CONCUR:



Gregg D. Logan, AICP, Planning Manager  
Secretary to the Planning Commission

6/17/16

Date

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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### 1. AESTHETICS. Would the project:

- |   |   |      |                          |                          |                                     |                                     |
|---|---|------|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| (a)   | Have a substantial adverse effect on a scenic vista?  | 1    | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| <p><i>According to the Community Resources Element of the City of Torrance General Plan (2009), views of the San Gabriel Mountains and Pacific Ocean are considered scenic. Recognizing the value of these scenic views, the City has adopted policies for hillside areas, which typically offer scenic vistas of these resources. The project site is not located on a hillside and is within a highly developed urban area. No scenic views in the vicinity of the project site would be adversely affected. Therefore, no impacts to scenic vistas would occur and no mitigation measures would be required.</i></p>   |   |      |                          |                          |                                     |                                     |
| (b)   | Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | 1    | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| <p><i>The project site is not located near any state scenic highway. No rock outcroppings or historic buildings would be removed from the project site. No scenic resources within a scenic highway or special designated area for street trees would be damaged. Therefore, no impacts to scenic resources would occur and no mitigation measures would be required.</i></p>   |   |      |                          |                          |                                     |                                     |
| (c)   | Substantially degrade the existing visual character or quality of the site and its surroundings?  | 1, 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| <p><i>The project site is located within a heavily developed urban environment within an area with primarily commercial and residential land uses. The proposed project would be designed to be visually compatible and consistent with the existing land uses of the area. The proposed project would not degrade the existing character or quality of the site and its surroundings. Therefore, no impact would occur and no mitigation measures would be required.</i></p>   |   |      |                          |                          |                                     |                                     |
| (d)   | Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?                                    | 9    | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| <p><i>The proposed project would not introduce new sources of light or glare which would be incompatible with the surrounding areas or which would pose a safety hazard to motorists using adjacent streets. The area contains numerous sources of night time lighting, including parking lot and street lights, architectural and security lighting and automobile headlights. The proposed project's exterior lighting will be directed and shielded to minimize light spilling onto surrounding properties and vehicular traffic. Glare is a common phenomenon in Southern California area due mainly to the high number of days per year with direct sunlight and the highly urbanized nature of the region, which results in a concentration of potentially reflective surfaces. The use of nonreflective surfaces adjacent to public rights-of-ways, in combination with the provision for extensive landscaping, will reduce heat and glare impacts to less than significant levels. The proposed development will be consistent with the visual character of its surroundings and any light and glare produced will be commensurate with existing uses in the area. Therefore impacts associated with new sources of substantial light or glare would be less than significant, and no mitigation measures would be required.</i></p> |   |      |                          |                          |                                     |                                     |

### 2. AGRICULTURE RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

- |   |   |         |                          |                          |                          |                                     |
|---|---|---------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| (a)   | Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | 1, 4    | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p><i>There are no agricultural resources or operations located at the project site or in the surrounding area. Therefore, no impacts to farmlands would occur and no mitigation measures would be required.</i></p>  |   |         |                          |                          |                          |                                     |
| (b)   | Conflict with existing zoning for agricultural use, or a Williamson Act Contract?   | 1, 4, 5 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p><i>The project site is not located within a zone designated for agricultural use or an area that is designated as Williamson Act contract lands. Therefore, no impacts or conflicts with any existing zoning for agriculture use or Williamson Act contract would occur, and no mitigation measures would be required.</i></p> |   |         |                          |                          |                          |                                     |

ENVIRONMENTAL ISSUES:		Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
(c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? <i>The project site is located within an urban environment in an area that is not designated as forest land. There are no forest resources or operations located at the project site or in the immediate area. Therefore, no impacts to forest land zoning would occur and no mitigation measures would be required.</i>	1,4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d)	Result in the loss of forest land or conversion of forest land to non-forest use? <i>The project site is located within an urban environment in an area that is not designated as forest land. There are no forest resources or operations located at the project site or in the immediate area. Therefore, no impacts to forest land or conversion of forest land would occur and no mitigation measures would be required.</i>	1,4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? <i>There are no agricultural or forestry resources or operations located at, adjacent or near the project site. The project would not introduce any changes that would result in conversion of farmland or forest land. Therefore, no impact to farmlands or forest lands would occur and no mitigation measures would be required.</i>	1,4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:**

- |     |  |      |                          |                          |                                     |                          |
|-----|--|------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| (a) | Conflict with or obstruct implementation of the applicable air quality plan?<br><i>An Air Quality and Greenhouse Gas Emissions Technical Study was required to be performed for the proposed project. The study notes that the Air Quality Management Plan (AQMP) strategy is based on projections from local general plans. Projects that are consistent with the local general plan are considered consistent with the air quality-related regional plan. The proposed project would not change the general type of land use currently in operation, and would be consistent with the types of uses permitted and conditionally permitted in the H-DA1 Zone. Furthermore, the net long-term emissions generated by the proposed project would not generate criteria air pollutants that exceed the SCAQMD significance thresholds.</i><br><br><i>The City of Torrance 2009 General Plan Air Quality Element include goals and measures for the achievement of air quality standards, increased mixed use development, and increased energy efficiency and conservation. The project demonstrates consistency with the General Plan goals to achieve air quality attainment goals during both construction and operation through emission estimates that are below both SCAQMD local and regional mass daily thresholds. Finally, implementation of SCAQMD Rule 403 Fugitive Dust will ensure conformance with County goals.</i><br><br><i>Therefore, the proposed project will be consistent with the AQMP. Impacts to the applicable air quality plan would be less than significant, and no mitigation measures would be required.</i> | 1, 6 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| (b) | Violate any air quality standard or contribute substantially to an existing or projected air quality violation?<br><i>The project estimates an approximately 14-month construction period. Per Table 12 below, the study determined that pollutant emissions generated from project-related construction activities would not exceed SCAQMD's regional significance thresholds.</i>  | 6    | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |



**ENVIRONMENTAL ISSUES:**

Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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**Table 12 Maximum Daily Regional Construction Emissions**

Construction Phase	Pollutants (pounds per day) <sup>1,2</sup>					
	VOC	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Year 2016</b>						
Building Interior Demolition	2	14	12	<1	1	1
Building Interior Demolition Debris Haul	<1	3	5	<1	2	<1
Overlap of Building Interior Demolition and Building Interior Demolition Debris Haul	2	18	16	<1	3	1
Asphalt Demolition	3	29	23	<1	2	2
<b>Year 2017</b>						
Asphalt Demolition	2	27	22	<1	2	2
Site Preparation	3	29	18	<1	2	1
Grading	3	29	20	<1	4	3
Utility Trenching	<1	4	4	<1	<1	<1
Building Construction	4	26	25	<1	3	2
Architectural Coating	23	2	3	<1	<1	<1
Asphalt Paving	2	17	13	<1	1	1
Overlap of Building Construction, Architectural Coating, and Asphalt Paving	29	45	41	<1	4	3
Maximum Daily Emissions	29	45	41	<1	4	3
SCAQMD Regional Construction Threshold	75	100	550	150	150	55
<b>Significant?</b>	No	No	No	No	No	No

Source: CalEEMod Version 2013.2.2.

Notes: Totals may not equal 100 percent due to rounding.

<sup>1</sup> Based on the preliminary information provided by the Applicant. Where specific information regarding project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by SCAQMD of construction equipment and phasing for comparable projects.

<sup>2</sup> Includes implementation of fugitive dust control measures required by SCAQMD under Rule 403, including watering disturbed areas a minimum of two times per day, reducing speed limit to 15 miles per hour on unpaved surfaces, replacing ground cover quickly, and street sweeping with Rule 1186-compliant sweepers. Modeling also assumes a VOC content of 100 grams per liter for paints pursuant to SCAQMD Rule 1113.

Furthermore, per Table 13 below, the study determined that project-related air pollutant emissions would not exceed the SCAQMD's regional emissions thresholds for operational activities.

**Table 13 Net Increase in Maximum Daily Regional Operational Phase Emissions**

Construction Phase	Criteria Air Pollutants (lbs/day)					
	ROG (VOC)	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area	4	0	<1	0	0	0
Energy	<1	1	1	<1	<1	<1
Mobile	10	7	77	<1	11	4
<b>Total</b>	<b>14</b>	<b>8</b>	<b>78</b>	<b>&lt;1</b>	<b>14</b>	<b>4</b>
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold	No	No	No	No	No	No

Source: CalEEMod, Version 2013.2.2. Based on trip generation information provided by LLG Engineers.

Notes: Totals may not equal 100 percent due to rounding.

Impacts to the air quality standard would be less than significant, and no mitigation measures would be required.

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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- (c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative threshold for ozone precursors)? 6 ☐ ☐ ☒ ☐

*As discussed in the response under Section 3(b) above, the project does not exceed SCAQMD's significance thresholds, and would not cumulatively contribute to the nonattainment designations of the SoCAB. Impacts to any criteria pollutant would be less than significant, and no mitigation measures would be required.*

- (d) Expose sensitive receptors to substantial pollutant concentrations? 6 ☐ ☐ ☒ ☐

*The study notes that the adjacent commercial uses are not considered sensitive receptors because they are populated mainly by healthy adults for limited periods in an indoor environment. The study identifies the nearest sensitive receptors (such as residential areas and schools) in the area as the senior condominium development 325 feet to the northwest.*

*Maximum daily construction emissions would not exceed California AAQs, and project construction would not expose sensitive receptors to substantial pollutant concentrations according to Table 14 below. Project related diesel particulate matter impacts during construction would also not be significant.*

**Table 14 Maximum Daily Onsite Localized Construction Emissions**

Source	Pollutants (pounds per day) <sup>1,2</sup>			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
Utility Trenching – 2017	4	3	<1	<1
Building Construction – 2017	23	16	1	1
Building Construction, Architectural Coating, and Asphalt Paving – 2017	42	30	3	3
1.00-Acre or Less LST	91	664	28	9
<b>Exceeds LST?</b>	No	No	No	No
Building Interior Demolition and Debris Haul – 2016	14	11	3	1
1.50-Acre LST	111	815	32	10
<b>Exceeds LST?</b>	No	No	No	No
Grading – 2017	28	19	4	3
1.88-Acre LST	126	929	36	12
<b>Exceeds LST?</b>	No	No	No	No
Site Preparation – 2017	29	17	2	1
1.94-Acre LST	129	948	36	12
<b>Exceeds LST?</b>	No	No	No	No
Asphalt Demolition – 2016	28	21	2	2
Asphalt Demolition – 2017	27	21	2	2
2.00-Acre LST	131	967	37	12
<b>Exceeds LST?</b>	No	No	No	No

Source: CalEEMod Version 2013.2.2., and SCAQMD, Localized Significance Methodology, 2006, October, Appendix A. In accordance with SCAQMD methodology, only on-site stationary sources and mobile equipment occurring on the proposed project site are included in the analysis. LSTs for NO<sub>x</sub> and CO are based on non-residential receptors (onsite) within 82 feet (25 meters) of the proposed project site. LSTs for PM<sub>10</sub> and PM<sub>2.5</sub> are based on the nearest residential receptors within 325 feet (99 meters) of the proposed project site.

Notes: Totals may not equal 100 percent due to rounding.

<sup>1</sup> Based on the information provided by the Applicant. Where specific information regarding project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by SCAQMD of construction equipment and phasing for comparable projects.

<sup>2</sup> Includes implementation of fugitive dust control measures required by SCAQMD under Rule 403, including watering disturbed areas a minimum of two times per day, reducing speed limit to 15 miles per hour on unpaved surfaces, replacing ground cover quickly, and street sweeping with Rule 1186-compliant sweepers. Model also assumes a VOC content of 100 grams per liter for exterior paints pursuant to SCAQMD Rule 1113.

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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Per Table 13 as shown in the response under Section 3(b), air pollutant emissions generated from operational activities would be nominal. Therefore, localized air quality impacts related to stationary-source emissions would not expose sensitive receptors to pollutant concentrations.

Lastly, the proposed project would not produce the volume of traffic required to generate a CO hotspot, based on the traffic information provided by the Traffic Impact Analysis Report prepared for the project.

Impacts to sensitive receptors would be less than significant, and no mitigation measures would be required.

- |     |  |   |                          |                          |                                     |                          |
|-----|--|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| (e) | Create objectionable odors affecting a substantial number of people? | 6 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|-----|--|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

The proposed land uses are not typically considered to have objectionable odors. While the restaurant could potentially emit odors, or construction activities may also generate odors, these would be low in concentration and temporary. Therefore, impacts to odors would be less than significant, and no mitigation measures would be required.

#### 4. BIOLOGICAL RESOURCES. Would the project:

- |     |  |      |                          |                          |                          |                                     |
|-----|--|------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| (a) | Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulation, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | 1, 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|-----|--|------|--------------------------|--------------------------|--------------------------|-------------------------------------|

The Community Resources Element of the Torrance General Plan does not identify any candidate, sensitive, or special status species that occupies the site. The project site has long been developed as an office complex located within an urbanized area. Therefore, no impacts to federal or state listed or other sensitive designated species would occur and no mitigation measures would be required.

- |     |   |      |                          |                          |                          |                                     |
|-----|---|------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| (b) | Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | 1, 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|-----|---|------|--------------------------|--------------------------|--------------------------|-------------------------------------|

The project site has been developed as an office complex for many years and is located within an urbanized area. No riparian habitat or other sensitive natural community is present on the project site. Therefore, no impacts to riparian habitat or other sensitive natural communities would occur and no mitigation measures would be required.

- |     |   |      |                          |                          |                          |                                     |
|-----|---|------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| (c) | Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | 1, 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|-----|---|------|--------------------------|--------------------------|--------------------------|-------------------------------------|

The project site has been developed as an office complex for approximately 50 years and is located within a highly developed area. There are no legally defined wetlands on the project site; thus, construction activities would not occur on any federally protected wetlands. Therefore, no impacts to federally protected wetlands would occur and no mitigation measures would be required.

- |     |   |      |                          |                          |                                     |                          |
|-----|---|------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| (d) | Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | 1, 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|-----|---|------|--------------------------|--------------------------|-------------------------------------|--------------------------|

The project site has been developed as an office complex for 50 years and is located within an urbanized area. The project site is not expected to provide habitat for any native resident or migratory fish or wildlife species; however, a very small number of trees would be removed as part of the project.

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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*These trees have the potential to provide suitable nesting habitat for raptors and other migratory non-game native bird species, the removal of which during the bird breeding season has the potential to result in significant impacts to nesting birds. Any significant adverse impacts related to nesting birds would be reduced to less than significant with the incorporation of the following mitigation measure:*

#### BIOLOGICAL-1:

*Prior to the issuance of demolition or grading permits, the Applicant shall place the following notes on the project plans: The Applicant shall remove trees during the non-breeding season (September 1 to end of February) in order to comply with the Federal Migratory Bird Treaty Act and avoid potential takes of active nests including raptors and other migratory nongame birds. If the Applicant has not removed the trees during the non-breeding period and intends to commence project construction during March 1 through August 31 (breeding season), the Applicant shall have a USFWS/CDFG approved biologist conduct weekly bird surveys. These surveys will be conducted to determine if there are protected native birds in the habitat to be removed and any other such habitat within 300 feet of the construction work area (within 500 feet for raptors) as access to adjacent areas allow. The surveys should continue on a weekly basis with the last survey being conducted no more than three (3) days prior to the initiation of clearance/construction work. If a protected native bird is found, the Applicant should delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat (within 500 feet for suitable raptor nesting habitat) until August 31. Alternatively, the approved biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest (within 500 feet for raptor nests) or as determined by the approved biological monitor, must be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. Limits of construction to avoid a nest should be established in the field with flagging and stakes or construction fencing marking the protected area 300 feet (or 500 feet) from the nest. Construction personnel should be instructed on the sensitivity of the area. The Applicant should record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds.*

- |     |  |      |                          |                          |                          |                                     |
|-----|--|------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| (e) | Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | 1, 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|-----|--|------|--------------------------|--------------------------|--------------------------|-------------------------------------|

*The project site is not located on or near any street designated as a special area for street trees. There are no other local policies or ordinances protecting biological resources identified in the City of Torrance General Plan that would be applicable to this site. It should be noted that a landscape plan will be required if the project is approved and trees/vegetation will be planted once construction is complete. Therefore, no impact to biological resources (tree preservation) would occur and no mitigation would be required.*

- |     |   |      |                          |                          |                          |                                     |
|-----|---|------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| (f) | Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | 1, 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|-----|---|------|--------------------------|--------------------------|--------------------------|-------------------------------------|

*The project site is not located in an environmentally sensitive area. The project does not conflict with any conservation or preservation plans. The project site does not contain biological resources that are managed under any conservation plan. Therefore, no impacts to conservation plans would occur and no mitigation measures would be required.*

#### 5. CULTURAL RESOURCES. Would the project:

- |     |   |      |                          |                          |                          |                                     |
|-----|---|------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| (a) | Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? | 1, 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|-----|---|------|--------------------------|--------------------------|--------------------------|-------------------------------------|

*The project site is located within an urbanized area and no historical resources exist on the project site or in the immediate vicinity. The Community Resources Element of the City of Torrance General Plan does not list the project site as a location of historic interest to the City. In addition, the project site is not registered under the State or National Register of Historic Places. Therefore, no impacts to historical resources would occur, and no mitigation measures would be required.*

- |     |  |      |                          |                          |                          |                                     |
|-----|--|------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| (b) | Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | 1, 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|-----|--|------|--------------------------|--------------------------|--------------------------|-------------------------------------|



ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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*The project site is located within an urbanized area. No prehistoric or historic archaeological sites are known to exist within the project site or vicinity. There is no evidence as provided by the General Plan and the General Plan EIR of any known historical, archeological, or paleontological resources on the site. Therefore, no impacts to archeological resources would occur and no mitigation measures would be required.*

- |     |  |      |                          |                          |                          |                                     |
|-----|--|------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| (c) | Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | 1, 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|-----|--|------|--------------------------|--------------------------|--------------------------|-------------------------------------|

*The project site is located within an urbanized area and has been previously disturbed. Any surficial paleontological resources that may have existed at one time on the project site have likely been previously unearthed or disturbed. Therefore, no impacts to paleontological resources would occur and no mitigation measures would be required.*

- |     |   |      |                          |                          |                          |                                     |
|-----|---|------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| (d) | Disturb any human remains, including those interred outside of formal cemeteries? | 1, 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|-----|---|------|--------------------------|--------------------------|--------------------------|-------------------------------------|

*No human remains are known to exist on the project site, and any remains likely would have been removed during prior disturbance of the project site. Therefore, no impacts would occur and no mitigation measures would be required.*

## 6. GEOLOGY AND SOILS. Would the project:

- |     |   |  |                          |                          |                          |                          |
|-----|---|--|--------------------------|--------------------------|--------------------------|--------------------------|
| (a) | Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: |  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|-----|---|--|--------------------------|--------------------------|--------------------------|--------------------------|

- |    |   |      |                          |                          |                                     |                          |
|----|---|------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| i) | Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. | 1, 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|----|---|------|--------------------------|--------------------------|-------------------------------------|--------------------------|

*According to the Safety Element of the City of Torrance General Plan, no Alquist-Priolo Earthquake Fault Zones have been designated within the Torrance City limits. Additionally, the project would be constructed in accordance with the 2013 California Building Code seismic safety requirements. Implementation of the project is not anticipated to expose people or structures to fault rupture hazards during a seismic event. Therefore, impacts associated with rupture of a known earthquake fault would be less than significant. No mitigation measures would be required.*

- |     |                                |      |                          |                          |                                     |                          |
|-----|--------------------------------|------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| ii) | Strong seismic ground shaking? | 1, 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|-----|--------------------------------|------|--------------------------|--------------------------|-------------------------------------|--------------------------|

*The project site is located in the seismically active Southern California and is prone to earthquakes, which may result in hazardous conditions to people within the region. According to the Safety Element of the City of Torrance General Plan, the highest risks from earthquake fault zones in the City of Torrance come from the Palos Verdes fault zone, the Puente Hills Fault, the Newport-Inglewood fault zone, the Elysian Park fault zone, the Malibu Coast-Santa Monica-Hollywood fault zone, and the Whittier fault zone. However, earthquakes and ground motion can affect a widespread area. The potential severity of ground shaking depends on many factors, including distance from the originating fault, the earthquake magnitude and the nature of the earth materials below the site. Although implementation of the project has the potential to result in the exposure of people and structures to strong ground shaking during a seismic event, this exposure is no greater than exposure present in other areas throughout the Southern California region. Also, the project would be designed and constructed in accordance with the 2013 CBC, which is anticipated to minimize the potential for damage. Therefore, potential impacts associated with strong seismic ground shaking would be less than significant and no mitigation measures would be required.*

- |      |   |      |                          |                          |                                     |                          |
|------|---|------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| iii) | Seismic-related ground failure, including liquefaction? | 1, 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|------|---|------|--------------------------|--------------------------|-------------------------------------|--------------------------|

*According to the Safety Element of the City of Torrance General Plan, the project site is not located within the mapped seismic-related hazard areas where there is potential to experience liquefaction-induced ground displacement. Also, the project would be built in accordance with the 2013 CBC, which sets procedures and limitations for design of structures based on seismic risk and the type of facility. All proposed construction would be subject to all applicable provisions of the 2013 CBC and the applicant would be required to submit a grading/drainage plan with soil investigation report prior to the issuance of any building permits. Therefore, impacts associated with seismic related ground failure and liquefaction would be less than significant. No mitigation measures would be required.*

ENVIRONMENTAL ISSUES:		Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
iv)	Landslides? <i>According to the Safety Element of the City of Torrance General Plan, the project site is not located within the mapped seismic-related hazard areas where there is potential to experience landslides. Since the project site and area surrounded by the development are relatively flat, there is no risk of landslides occurring. Therefore, no impact associated with landslides would occur and no mitigation measures would be required.</i>	1, 2	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b)	Result in substantial soil erosion or the loss of topsoil? <i>The potential exists for minimal amounts of soil erosion to occur during construction activities. However, construction-related soil erosion and loss of topsoil impacts would be reduced to a level that is less than significant through adherence to the specifications within the General Construction Permit, which would require the preparation of a Storm Water Pollution Prevention Plan (SWPPP) that specifies best management practices.</i>  <i>Grading of the project site would be subject to the requirements of the Torrance Municipal Code and the 2013 CBC with regards to soil compaction and drainage. Also, prior to the issuance of building and grading permits the project would be required to develop a Standard Urban Storm Water Mitigation Plan identifying post-construction best management practices. Therefore, impacts associated with soil erosion and loss of topsoil would be less than significant. No mitigation measures would be required.</i>	1, 2	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c)	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? <i>There are no known liquefaction or landslide hazards in or adjacent to the project site. Any unstable materials that may be encountered during routine geotechnical investigations and the grading phase would be removed and replaced with properly engineered, compacted materials, in accordance with the Torrance Municipal Code and the 2013 CBC. As such, potentially significant impacts involving unstable geologic or soil materials would be avoided. Therefore, impacts associated with geologic units or soils that are unstable or may become unstable would be less than significant. No mitigation measures would be required.</i>	1, 2	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(d)	Be located on expansive soil, as identified in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? <i>Expansive soils shrink and swell in response to dry and moist conditions and can result in cracking and structural failure of pavement and foundations. The expansive characteristics of underlying soils and proper design to mitigate such conditions would be determined in accordance with the Torrance Municipal Code and the 2013 CBC. Site-specific recommendations pertaining to expansive soils would be incorporated into grading and foundation plans. As such, adherence to the Torrance Municipal Code and the 2013 CBC would ensure that any areas containing expansive soils would be properly designed and engineered. Therefore, impacts associated with expansive soils would be less than significant. No mitigation measures are required.</i>	1, 2	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(e)	Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? <i>The project would connect to the existing city sewer in the area. As such, the project does not include septic tanks or other alternative wastewater disposal systems. Therefore, no impact related to septic tanks or alternative wastewater disposal systems would occur and no mitigation measures would be required.</i>	1, 2	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## 7. GREENHOUSE GAS EMISSIONS. Would the project:

- |     |  |   |                          |                          |                                     |                          |
|-----|--|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| (a) | Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?<br><i>An Air Quality and Greenhouse Gas Emissions Technical Study was required to be performed for the proposed project. The net increase in GHG emissions that would result from project implementation are shown in Table 15 below.</i> | 6 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|-----|--|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

# ENVIRONMENTAL ISSUES:

Sources

Potentially  
Significant  
Impact

Less Than  
Significant  
With  
Mitigation  
Incorporation

Less than  
Significant  
Impact

No  
Impact

**Table 15 Net Increase in Operational Phase GHG Emissions**

Source	GHG Emissions	
	MTCO <sub>2</sub> e <sup>1</sup>	Percent Change
Area	<1	<1%
Energy <sup>1</sup>	496	18%
Mobile <sup>2</sup>	1,656	62%
Solid Waste	494	18%
Water	26	1%
Construction-Amortized <sup>3</sup>	16	1%
<b>Total All Sectors</b>	<b>2,688</b>	<b>100%</b>
Proposed SCAQMD Bright-Line Threshold	3,000 MTCO <sub>2</sub> e	NA
<b>Exceeds Threshold?</b>	<b>No</b>	<b>NA</b>
Per Capita Emissions <sup>4</sup>	2.34 MTCO <sub>2</sub> e/SP	NA

Source: CalEEMod, Version 2013.2.2.

Notes: Totals may not equal 100 percent due to rounding

<sup>1</sup> Buildings on proposed land uses are assumed to comply with the 2013 Building and Energy Efficiency Standards, which are 30 percent more energy efficient for nonresidential buildings than the 2008 standards. This analysis assumes new buildings of all land use types exceed the 2008 standards by 30 percent. Includes applicable water efficiency improvements required under CALGreen.

<sup>2</sup> Based on year 2020 emission rates, consistent with the GHG targets identified in the 2008 Scoping Plan.

<sup>3</sup> Construction emissions are amortized over a 30-year project lifetime per recommended SCAQMD methodology.

<sup>4</sup> For informational purposes only. The purposes of this analysis, the per capita GHG emissions are based on the medical office service population which consists of 332 employees and 815 patrons. Service population information is provided by LLG Engineers.

The study notes that the primary source for GHG emissions is transportation sources, followed by emissions generated from energy usage and solid waste generation. The project would fall below SCAQMD bright-line screening threshold. Therefore, GHG emissions generated by the project would have less than a significant impact on the environment, and no mitigation measures are required.

- (b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? 6 ☐ ☐ ☒ ☐

The project GHG emissions include reductions associated with statewide strategies that have been adopted since AB32. The proposed project would comply with these statewide GHG emissions reductions measures as they are statewide strategies. Therefore, the proposed program would not obstruct implementation of the CARB Scoping Plan.

The proposed project would provide an infill mixed commercial and service development situated near existing local bus lines and stops. Additionally, the development would provide service options for employees of the existing office complex site in addition to other employees and residences in the vicinity. Thus, the proposed project could potentially contribute to reducing vehicle trips/and or the vehicle trip distance traveled by patrons. The proposed project would support the goals of SCAG's 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) to reduce per capita passenger vehicle GHG emissions, and would not conflict with the RTP/SCS.

Therefore, impacts to the applicable GHG plan will be less than significant, and no mitigation measures would be required.

## 8. HAZARDS AND HAZARDOUS MATERIALS. Would the project:

- (a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? 2 ☐ ☐ ☒ ☐

ENVIRONMENTAL ISSUES:		Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
<p><i>The proposed fitness center, restaurant, and converted medical office uses are not expected to create a significant hazard to the public or environment through routine transport, use, or disposal of hazardous materials. These uses do not involve the use of hazardous materials typical of environmentally significant manufacturing processes. Therefore, impacts associated with hazards to the public or the environment through the routine transport, use, or disposal of hazardous materials would be considered less than significant. No mitigation measures would be required.</i></p>						
(b)	Create significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	2	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><i>As stated previously, the proposed project does not involve the use of hazardous materials. Uses typically associated with hazardous operations are not permitted within the subject zone. Therefore, impacts associated with hazards to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment would be considered less than significant. No mitigation measures would be required.</i></p>						
(c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	2	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><i>Jefferson Middle School is located within one-quarter mile of the project site, approximately 900 feet to the west. However, as stated previously, the proposed project does not involve the use of hazardous materials. Therefore, impacts associated with hazardous emissions or handling of hazardous materials within one-quarter mile of a school would be considered less than significant. No mitigation measures would be required.</i></p>						
(d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	1, 2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><i>According to the Safety Element of the City of Torrance General Plan (2009), the project site is not located on or near a hazardous material site, including sites identified as Superfund sites under the federal Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS), or sites listed on the Toxic Release Inventory. Therefore, no impacts to the public or the environment would occur and no mitigation measures would be required.</i></p>						
(e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	1, 4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><i>The project is not within the vicinity of an airport or airstrip. The Torrance Municipal Airport is located approximately 2.3 miles from the project site and according to the Safety Element of the City of Torrance General Plan, the project site is not located within the Torrance Municipal Airport land use plan. Therefore, no impacts to people residing or working in the project area would occur and no mitigation measures would be required.</i></p>						
(f)	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	1, 4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><i>The project site is not located near a private airstrip. Therefore, no impacts to people residing or working in the project area would occur and no mitigation measures would be required.</i></p>						
(g)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	1, 2	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><i>Although some temporary, partial street closures may be necessary for construction activities, the project would not substantially impede public access or travel upon public rights-of-way and would not interfere with any adopted emergency response plan or emergency evacuation plan. Therefore, impacts to emergency response plans or emergency evacuation plans would be considered less than significant. No mitigation measures would be required.</i></p>						
(h)	Expose people or structures to a significant risk of loss,	1, 4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

*The project is located within an urbanized area that does not contain expanses of wildland area and therefore does not pose a potential fire hazard involving wildland fires. Therefore, no impacts related to the exposure of people or structures to wildland fires would occur and no mitigation measures would be required.*

## 9. HYDROLOGY AND WATER QUALITY. Would the project:

- |   |  |      |                          |                          |                                     |                          |
|---|--|------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| (a)   | Violate any water quality standards or waste discharge requirements?   | 2    | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <p><i>There is the potential for short-term surface water quality impacts to occur during the grading and construction phases of the project. Such impacts include runoff of loose soils and/or a variety of construction wastes and fuels that could be carried off-site in surface runoff and into local storm drains and streets that drain eventually into water resources protected under federal and state laws. These water quality impacts would be avoided through compliance with the National Pollutant Discharge Elimination System (NPDES) regulations set forth under Section 402 of the federal Clean Water Act. Pursuant to the NPDES regulations, the contractor would be required to file a Notice of Intent for a General Construction Permit with the Regional Water Quality Control Board (RWQCB). To obtain this permit, the contractor would prepare a SWPPP that specifies best management practices (BMPs) to ensure that the project does not violate any water quality standards or any waste discharge requirements during the construction phases. BMPs would include erosion and sediment controls such as silt fences and/or straw wattles or bails, runoff water quality monitoring, means of waste disposal, implementation of approved local plans, prevention and containment of accidental fuel spills or other waste releases, inspection requirements, etc. This permit would cover the entire grading footprint area of the project site, including the off-site improvement areas. Compliance with the approved permit would ensure that the project does not violate any water quality standards or any waste discharge requirements during construction.</i></p> <p><i>Waste Discharge Requirements are issued by the RWQCB under the provisions of Division 7, Article 4 of the California Water Code. These requirements regulate "point source" discharges of wastes to surface and groundwater, such as septic systems, sanitary landfills, dairies, etc. All wastewater produced within the project would be discharged into a sewer line. The project would have no point sources of waste water discharge and thus would have no direct effect upon surface or groundwater.</i></p> <p><i>Therefore, impacts to water quality or waste discharge requirements would be considered less than significant. No mitigation measures would be required.</i></p> |  |      |                          |                          |                                     |                          |
| (b)   | Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? | 2    | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <p><i>The site is currently developed with an existing office complex and soil absorption rates will not be significantly altered as the amount of impervious surface area will remain roughly the same. The applicants will also be encouraged to further implement low impact development techniques that provide sufficient groundwater infiltration and low water use fixtures and landscape palettes to minimize water demand while promoting infiltration. Therefore, impacts to groundwater supplies or recharge would be considered less than significant. No mitigation would be required.</i></p>   |  |      |                          |                          |                                     |                          |
| (c)   | Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?  | 2, 9 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact

*The project site does not contain any watercourses or drainages that would be affected by the project. As discussed previously, the project will not significantly alter impervious surfaces at the project site because new structures would be constructed on an already developed parcel of land. The project would incorporate rainwater infiltration techniques. As such, implementation of the project would not alter the existing drainage pattern of the site in a manner which would result in substantial erosion or siltation on- or off-site. Therefore, impacts to the existing drainage pattern would be considered less than significant. No mitigation measures would be required.*

- |     |  |      |                          |                          |                                     |                          |
|-----|--|------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| (d) | Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? | 2, 9 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|-----|--|------|--------------------------|--------------------------|-------------------------------------|--------------------------|

*The project site does not contain any watercourses or drainage areas/courses that would be affected by the project. As discussed previously, the project will not significantly alter impervious surfaces at the project site because new structures would be constructed on an already developed parcel of land. The amount of impervious area on the existing project site will be approximately the same as for the proposed project. Off-site proposed runoff should therefore be approximately the same as existing conditions. Also, it should be noted that prior to the issuance of building and grading permits the project would be required to develop a SWPPP identifying post-construction BMPs. The SWPPP should require infiltration which should reduce the amount of runoff, and clean the stormwater prior to discharge. As such, implementation of the project would not alter the existing drainage pattern of the site or substantially increase the rate or amount of surface runoff in a manner which would result in substantial flooding on- or off-site. Therefore, impacts to the existing drainage pattern or the rate or amount of surface runoff would be considered less than significant. No mitigation measures would be required.*

- |     |  |      |                          |                          |                                     |                          |
|-----|--|------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| (e) | Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? | 2, 9 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|-----|--|------|--------------------------|--------------------------|-------------------------------------|--------------------------|

*As discussed previously, the project will not significantly alter impervious surfaces at the project site because new structures would be constructed on an already developed parcel of land. Also, it should be noted that prior to the issuance of building and grading permits the project would be required to develop a SWPPP identifying post-construction BMPs. As such, implementation of the project would not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Therefore, impacts to existing or planned stormwater drainage systems would be considered less than significant. No mitigation measures would be required.*

- |     |  |   |                          |                          |                                     |                          |
|-----|--|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| (f) | Otherwise substantially degrade water quality? | 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|-----|--|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

*The project would not involve any additional water quality impacts beyond those discussed in the response under Section 9(a), above. Therefore, impacts to the degradation of water quality would be considered less than significant. No mitigation measures would be required.*

- |     |   |      |                          |                          |                          |                                     |
|-----|---|------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| (g) | Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | 1, 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|-----|---|------|--------------------------|--------------------------|--------------------------|-------------------------------------|

*According to the Safety Element of the City of Torrance General Plan, the project site is not located within a 100-year flood hazard area. Because the project site is not located within a flood hazard area, development of the project would not significantly increase the exposure of people or structures to flood hazards. Therefore, no impacts to housing within a 100-year flood hazard would occur and no mitigation measures would be required.*

- |     |  |      |                          |                          |                          |                                     |
|-----|--|------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| (h) | Place within a 100-year flood hazard area structures which would impede or redirect flood flows? | 1, 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|-----|--|------|--------------------------|--------------------------|--------------------------|-------------------------------------|

*The project site is not located within a 100-year flood hazard area. As such, the project would not place structures within a 100-year flood hazard area and therefore would not impede or redirect flood flows. Therefore, no impact to impeding or redirecting flood flow would occur and no mitigation measures would be required.*

- |     |   |      |                          |                          |                          |                                     |
|-----|---|------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| (i) | Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? | 1, 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|-----|---|------|--------------------------|--------------------------|--------------------------|-------------------------------------|

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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*The project site is not located within a 100-year flood hazard area and is not located near any levee or dam. As such, the project would not expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam. Therefore, no impact related to failure of a levee or dam would occur and no mitigation measures would be required.*

- (j) Inundation by seiche, tsunami, or mudflow? 1, 2 ☐ ☐ ☐ ☒

*The project site is neither located near a large body of water that would be subject to tsunamis or seiches, nor to canyons, slopes, drainage courses, or other natural features on or near the project site which could generate mudflows during heavy rainstorms. Therefore, no impacts from inundation by seiche, tsunami, or mudflow would occur and no mitigation measures would be required.*

#### 10. LAND USE AND PLANNING. Would the project:

- (a) Physically divide an established community? 1, 4 ☐ ☐ ☐ ☒

*The proposed project would not divide an established community as the project is developing the northeastern corner of an already developed office complex site, surrounded by other urban uses. The project would not place any structures in an established community that would physically divide that community and thereby prevent interaction between members of the community. Therefore, no impact to established communities would occur and no mitigation measures would be required.*

- (b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? 1, 4 ☐ ☐ ☐ ☒

*This site has a General Plan Land Use Designation of Commercial Center. The Commercial Center designation is intended for select areas in the City with a concentration of diverse or intense commercial uses. The subject property is located within the Del Amo Business District, one of two commercial districts, which encompasses the most intense commercial development in the City, and is located in the vicinity of Hawthorne Boulevard between Torrance Boulevard and Sepulveda Boulevard.*

*The commercial centers are characterized as concentrated areas of intensive development. Building heights may have a variety of ranges from low- to mid- to high-rise buildings. Structured parking facilities are permitted, and in this designation may be encouraged in order to allow greater flexibility in site-design, for the provision of open landscaped areas and to facilitate pedestrian circulation and transit accessibility.*

*The maximum permitted building intensity for development in this category is a floor area ratio (FAR) of 1.0, although the Planning Commission may approve higher FARs for mixed use developments through the Conditional Use Permit process. The project proposes a FAR of 1.20.*

*The property's DA-1 zoning is consistent with the Commercial Center designation. Therefore, no impact to any applicable land use plan, policy, or regulation would occur, and no mitigation measures would be required.*

- (c) Conflict with any applicable habitat conservation plan or natural community conservation plan? 1, 4 ☐ ☐ ☐ ☒

*The project site is not located in an area that is subject to any habitat conservation plan or natural community conservation plan. Therefore, no impacts to conservation plans would occur and no mitigation measures would be required.*

#### 11. MINERAL RESOURCES. Would the project:

- (a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? 1 ☐ ☐ ☐ ☒

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact

According to the Community Resources Element of the City of Torrance General Plan (2009), the project site is located within Mineral Resources Zone (MRZ) "MRZ-3", which is the classification for areas where "The significance of mineral deposits cannot be determined from the available data". There are no known mineral resources in the vicinity; therefore, the proposed development will not negatively impact mineral resources. Therefore, the project would not result in loss of availability of any mineral resource that would be of value to the region, and no impacts to known mineral resources would occur and no mitigation measures would be required.

- |     |  |   |                          |                          |                          |                                     |
|-----|--|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| (b) | Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | 1 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|-----|--|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

As stated previously, the project site does not contain any locally-important mineral resources. Therefore, no impacts to locally-important mineral resources would occur and no mitigation measures would be required.

## 12. NOISE. Would the project result in:

- |     |  |   |                          |                          |                                     |                          |
|-----|--|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| (a) | Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | 7 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|-----|--|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

A Noise Technical Study was prepared for the proposed project. As previously mentioned, the nearest sensitive receptors in the area are the senior condominium development 325 feet to the northwest, and single family residences 550 feet to the west.

As will be discussed in further detail in Section 12(d) below, construction activity is subject to Torrance noise regulations. Compliance with the Noise Ordinance ensures that project-related construction noise impacts would be less than significant and no mitigation measures are necessary.

In regards to stationary-source noise impacts, the study notes that the project would use equipment (heating and mechanical systems) that would generate the same type of noise already present in the general area. Therefore, use of such equipment would not substantially elevate noise levels in the vicinity of the project site, and noise impacts would be less than significant, as all uses and related support equipment would need to demonstrate compliance with the Torrance noise regulations. No mitigation measures are necessary.

In regards to land use compatibility, the study notes that all things considered from a CEQA standpoint, the project would have noise/land use compatibility impacts that would be less than significant, and no mitigation would be required. A detailed acoustical sound insulation study is recommended, which is a standard condition of approval.



**ENVIRONMENTAL ISSUES:**

Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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In regards to mobile-source noise impacts, noise was evaluated for Existing, Existing-Plus-Project, Future, and Future-Plus-Project conditions. Noise levels for existing and future conditions for roadways are compared in Table 8 below. The study notes that noise impacts generated by project-related traffic would be less than significant and no mitigation measures are required.

**Table 8 Project Contributions to Traffic Noise Levels**

Roadway	Segment	Existing	2017 + Project	Overall Increase	Project Contribution	Significant Impact?
Torrance Blvd	west of Anza Ave	71.2	71.8	0.6	0.1	no
Torrance Blvd	Anza Ave to Hawthorne Blvd	72.5	73.0	0.5	0.0	no
Torrance Blvd	Hawthorne Blvd to Madrona Ave	75.5	75.9	0.4	0.1	no
Torrance Blvd	east of Madrona Ave	73.6	74.1	0.4	0.1	no
Del Amo Circle W	Village Court to Hawthorne Blvd	60.3	62.4	2.1	2.0	no
Del Amo Circle N	Hawthorne Blvd to Fashion Way	59.6	59.6	0.1	0.0	no
Carson Street	west of Anza Ave	63.6	63.9	0.2	0.1	no
Carson Street	Anza Ave to Del Amo Circle W	67.6	67.9	0.4	0.2	no
Carson Street	Del Amo Circle W to Hawthorne Blvd	67.8	68.2	0.4	0.3	no
Carson Street	Hawthorne Blvd to Madrona Ave	73.3	73.8	0.5	0.0	no
Carson Street	east of Madrona Ave	73.4	73.6	0.2	0.0	no
Sepulveda Blvd	west of Anza Ave	71.0	71.2	0.2	0.0	no
Sepulveda Blvd	Anza Ave to Hawthorne Blvd	75.2	75.3	0.2	0.0	no
Sepulveda Blvd	Hawthorne Blvd to Madrona Ave	76.1	76.4	0.2	0.1	no
Anza Ave	north of Torrance Blvd	69.9	70.3	0.5	0.0	no
Anza Ave	Torrance Blvd to Carson Street	70.1	70.3	0.2	0.0	no
Anza Ave	Carson Street to Sepulveda Blvd	70.0	70.2	0.2	0.0	no
Anza Ave	south of Sepulveda Blvd	70.0	70.2	0.2	0.0	no
Village Court	Village Lane to Del Amo Circle N	58.3	58.4	0.1	0.0	no
Del Amo Circle W	Del Amo Circle N to Carson Street	60.0	60.5	0.5	0.4	no
Hawthorne Blvd	north of Torrance Blvd	81.9	82.2	0.3	0.1	no
Hawthorne Blvd	Torrance Blvd to Del Amo Circle N	82.2	82.7	0.5	0.1	no
Hawthorne Blvd	Del Amo Circle N to Carson Street	82.1	82.6	0.5	0.1	no
Hawthorne Blvd	Carson Street to Sepulveda Blvd	82.1	82.6	0.5	0.1	no
Hawthorne Blvd	south of Sepulveda Blvd	82.4	82.7	0.4	0.0	no
Madrona Ave	north of Torrance Blvd	75.9	76.1	0.2	0.0	no
Madrona Ave	Torrance Blvd to Carson Street	74.2	74.4	0.3	0.0	no
Madrona Ave	Carson Street to Sepulveda Blvd	72.9	73.2	0.3	0.0	no

Source: Federal Highway Administration Highway Noise Prediction Model (FHWA-RD77-108).

- (b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? **7** ☐ ☒ ☐ ☐
- In regards to operational vibration, the Noise Technical Study notes that the proposed project would not include any long-term vibration sources. Thus, no significant vibration effects or impacts would occur and no mitigation measures are required
- In regards to vibration annoyance, the study notes that vibration levels would be well below the threshold for annoyance at sensitive receptors, and would not be perceptible. Therefore, the impact would be less than significant, and no mitigation measures are required.
- In regards to construction vibration, the study notes that although the nearest offsite structures would not be exposed to groundborne vibration levels above the threshold for architectural damage, the nearest onsite levels may experience levels that are above thresholds. However, with the implementation of the following mitigation measure, potential vibration-induced architectural damage impacts would be reduced to less than significant levels:

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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#### NOISE-1:

For construction, grading, and demolition activities that would use vibration-producing equipment including (but not limited to) vibratory rollers, medium/large bulldozers, loaded trucks, hoe rams, and/or jackhammers and that would occur within 25 feet of existing onsite buildings, the following mitigation measures shall be implemented in close coordination with City staff so that alternative construction techniques or scheduling approaches are undertaken. The following controls to reduce potential vibration impacts shall be implemented during construction, as practical:

- Prior to construction, the contractor shall meet with City staff to discuss alternative methods of construction for activities within proximity to existing, onsite buildings (i.e., within 25 feet) to reduce vibration impacts. During the pre-construction meeting, the contractor shall identify construction methods not involving vibration-intensive equipment or activities. For example: drilled foundation caisson holes that would produce less vibration than impact or sonic pile driving methods.
- The contractor shall implement reduced-vibration alternative methods identified in the preconstruction meeting during excavation, grading, and construction for work conducted within 25 feet of onsite buildings.
- Prior to the start of construction activities, the contractor shall document the preconstruction baseline conditions by inspecting and reporting on the then-current foundation and structural condition of the onsite buildings in the immediate vicinity of the construction site (i.e., within 25 feet).
- During construction, if any vibration levels cause cosmetic or structural damage (including, but not limited to cracks in walls or ceilings [particularly around doors and windows], sticking/rubbing doors or openable windows, fallen or displaced ceiling tiles, and/or items displaced from shelving) to the onsite buildings within 25 feet of the project site, the contractor shall immediately alert City staff, and staff shall issue "stop-work" orders to the contractor to prevent further damage. Work shall not restart until the building is stabilized and/or preventive measures are implemented to relieve further damage to the building(s).

- (c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? **7** ☐ ☐ ☒ ☐

As previously described, increases in noise levels related to stationary noise sources for the proposed project would not substantially elevate the existing ambient noise environment. Similarly, noise from project-related traffic along local roadways would not significantly increase noise levels in the project area and would likewise not result in a significant impact. Therefore, no mitigation measures are required.

- (d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? **7** ☐ ☐ ☒ ☐

The study notes that construction activities would be limited by the Noise Ordinance of the Torrance Municipal Code and would not occur in the evening or late night hours, when residential areas are more sensitive to noise. An increase in noise levels is expected during the construction of the project. With the presumption that work hours would comply with the City of Torrance's construction noise hours, construction activities would occur during the least noise sensitive portions of the day. Therefore, Project-related construction noise impacts would be less than significant and no mitigation measures are necessary.

- (e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? **7** ☐ ☐ ☐ ☒

The project is 2.3 miles away from the Torrance Airport. The project is not located within an airport land use plan or within two miles of a public airport or public use airport, therefore, no impacts would occur and no mitigation measures are required.

- (f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? **7** ☐ ☐ ☐ ☒

The project is not located within the vicinity of a private airstrip, therefore, no impacts would occur and no mitigation measures are required.

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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### 13. POPULATION AND HOUSING. Would the project:

- (a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? 1, 2, 9 ☐ ☐ ☐ ☒
- There are currently no residential uses on the project site. The project involves the construction of a new fitness center and restaurant, and the conversion of office to medical office uses. The project does not propose new housing, nor does it involve the extension of roads or other infrastructure. Therefore, no impacts to population growth would occur and no mitigation measures would be required.*
- (b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? 1, 2, 9 ☐ ☐ ☐ ☒
- There is no existing housing on the project site. The project site is a commercial office complex. Implementation of the project would not displace any existing housing. Therefore, no impacts to housing displacement would occur and no mitigation measures would be required.*
- (c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? 1, 2, 9 ☐ ☐ ☐ ☒
- There are no residential uses on the project site. Implementation of the project would not displace existing housing on or adjacent to the project site. Therefore no impacts to the displacement of people would occur and no mitigation measures would be required.*

### 14. PUBLIC SERVICES

- (a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: 2 ☐ ☐ ☒ ☐
- (i) Fire protection? 1, 2 ☐ ☐ ☒ ☐
- There are adequate fire, police, park and public maintenance services provided by the City of Torrance available to service the proposed project. Since November 2005, the City of Torrance has collected a Development Impact Fee (DIF). The DIF is a one-time cost other than a tax or special assessment fee that is charged by a local government agency. The DIF is applied to pay a portion of the costs identified for public facilities used for transportation services, undergrounding of utilities, sewer and storm drain. As of January 2007, the DIF fees were also extended to cover Police and Fire Facilities. Therefore, the project will have less than significant impact with regard to fire protection and no mitigation measures would be required.*
- (ii) Police protection? 1, 2 ☐ ☐ ☒ ☐
- There are adequate fire, police, park and public maintenance services provided by the City of Torrance available to service the proposed project. Since November 2005, the City of Torrance has collected a DIF, a one-time cost other than a tax or special assessment fee that is charged by a local government agency, applied to pay a portion of the costs identified for public facilities used for transportation services, undergrounding of utilities, sewer and storm drain. As of January 2007, the DIF fees were also extended to cover Police and Fire Facilities. Therefore, the project will have less than significant impact with regard to police protection and no mitigation measures would be required*
- (iii) Schools? 1,2 ☐ ☐ ☒ ☐
- As the project is a proposal for a fitness center, restaurant, and converted medical office uses, there will be no school age population generated. Therefore, impacts to schools would be considered less than significant. No mitigation measures would be required.*

ENVIRONMENTAL ISSUES:		Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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- (iv) Parks? 1, 2 ☐ ☐ ☒ ☐  
*As the project is a proposal for a fitness center, restaurant, and converted medical office uses, there will be no school age population generated. Per the Community Resources Element of the Torrance General Plan, demand on active park recreation areas increases with a younger population. Senior populations tend to increase the use of passive, walking paths and other existing senior municipal services, such as public transit, library and senior programming at recreation centers. As a part of the Building Permit fees, a Parks and Recreation services fee is collected to off-set additional needs for services. Therefore, impacts to parks would be considered less than significant. No mitigation measures would be required.*
- (v) Other public facilities? 1, 2 ☐ ☐ ☒ ☐  
*Although demands for services cannot be determined with precision at this time, this project will contribute to cumulative demand for emergency service provided by the Fire Department. However, the impact of this project alone is not expected to be significant. There are adequate fire, police, park and public maintenance services provided by the City of Torrance available to service the proposed development. As the project is a proposal for a fitness center, restaurant, and converted medical office uses, there will be no school age population generated. Since November 2005, the City of Torrance has collected a DIF, a one-time cost other than a tax or special assessment fee that is charged by a local government agency, applied to pay a portion of the costs identified for public facilities used for transportation services, undergrounding of utilities, sewer and storm drain. As of January 2007, the DIF fees were also extended to cover Police and Fire Facilities. Therefore, the project will have less than significant impact with regard to public facilities and no mitigation measures would be required.*

#### 15. RECREATION:

- (a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? 1, 2 ☐ ☐ ☐ ☒  
*As the project is a proposal for a fitness center, restaurant, and converted medical office uses, there will be no school age population generated. Per the Community Resources Element of the Torrance General Plan, demand on active park recreation areas increases with a younger population. Senior populations tend to increase the use of passive, walking paths and other existing senior municipal services, such as public transit, library and senior programming at recreation centers. As a part of the Building Permit fees, a Parks and Recreation services fee is collected to off-set additional needs for services. Therefore, no impacts to recreational facilities would occur and no mitigation measures would be required.*
- (b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? 1, 2 ☐ ☐ ☐ ☒  
*The subject property was not previously used for recreation. The project does include an indoor recreational facility that promotes health and wellness in the community. The project does not require the construction or expansion of recreational facilities, and is not envisioned to have an adverse physical effect on the environment. Therefore, no mitigation measures would be required.*

#### 16. TRANSPORTATION/TRAFFIC. Would the project:

- (a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number or vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? 8 ☐ ☒ ☐ ☐



ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact

A Traffic Impact Analysis Report was prepared for the proposed project. Eleven key existing area intersections were selected for evaluation to provide both regional and local access to the study area.

1. Anza Ave at Torrance Blvd
2. Anza Ave at Carson St
3. Anza Ave at Sepulveda Blvd
4. Village Ct at Del Amo Circle
5. Del Amo Circle at Carson St
6. Hawthorne Blvd at Torrance Blvd
7. Hawthorne Blvd at Del Amo Circle
8. Hawthorne Blvd at Carson St
9. Hawthorne Blvd at Sepulveda Blvd
10. Madrona Ave at Torrance Blvd
11. Madrona Ave at Carson St

The analysis focused on assessing potential traffic impacts during the morning, midday, and evening commute peak hours on a typical weekday based on the ICU and HCM methods of analyses. According to the Report, on a typical weekday, the project is expected to generate 4,238 daily trips, with 126 trips (70 inbound, 56 outbound) produced in the AM peak hour, 442 trips (245 inbound, 197 outbound) produced in the Midday peak hour, and 365 trips (182 inbound, 183 outbound) produced in the PM peak hour. These findings are summarized in Table 5-1 below.

**TABLE 5-1**  
**PROJECT TRAFFIC GENERATION FORECAST<sup>7</sup>**

ITE Land Use Code / Project Description	Daily 2-Way	AM Peak Hour			Midday Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
<u>Generation Factors:</u>										
▪ 492: Health/Fitness Center (TE/1,000 SF)	32.93	0.71	0.70	1.41	2.07	1.99	4.06	2.01	1.52	3.53
▪ 710: General Office Building (TE/1,000 SF)	11.03	1.37	0.19	1.56	0.25	1.24	1.49	0.25	1.24	1.49
▪ 720: Medical-Dental Office Building (TE/1,000 SF)	36.13	1.89	0.50	2.39	1.67	2.60	4.27	1.00	2.57	3.57
▪ 931: Quality Restaurant (TE/1000 SF)	89.95	0.66	0.15	0.81	4.57	1.00	5.57	5.02	2.47	7.49
<u>Existing Project Generation Forecast:</u>										
▪ Existing Office Building (81,899 SF) [a]	903	113	15	128	21	101	122	21	101	122
<u>Proposed Project Generation Forecast:</u>										
▪ Restaurant (12,000 SF)	1,079	8	2	10	55	12	67	60	30	90
Less Internal Capture (5%)	-54	-1	0	-1	-2	-1	-3	-3	-2	-5
Subtotal	1,025	7	2	9	53	11	64	57	28	85
Pass-by (Daily: 10%, AM: 10%, MD: 10%, PM: 30%) <sup>8</sup>	-103	-1	0	-1	-5	-1	-6	-17	-9	-26
Subtotal - Restaurant	922	6	2	8	48	10	58	40	19	59
▪ Fitness Center (45,000 SF)	1,482	32	31	63	93	90	183	90	69	159
Less Internal Capture (5%)	-74	-2	-1	-3	-5	-4	-9	-5	-3	-8
Subtotal- Fitness Center	1,408	30	30	60	88	86	174	85	66	151
▪ Medical Office Building (81,899 SF)	2,959	155	41	196	137	213	350	82	210	292
Less Internal Capture (5%)	-148	-8	-2	-10	-7	-11	-18	-4	-11	-15
Subtotal – Medical Office	2,811	147	39	186	130	202	332	78	199	277
Proposed Total [b]	5,141	183	71	254	266	298	564	203	284	487
Total Traffic Generation Forecast [b] - [a]	4,238	70	56	126	245	197	442	182	183	365

Notes:

TE/1,000 SF = Trip ends per 1,000 SF of development

<sup>7</sup> Source: *Trip Generation*, 9<sup>th</sup> Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2012). Average rates used. PM peak hour trip rates of the generator were used for the Midday peak hour. Midday peak hour trip rates of the generator are not available within ITE's *Trip Generation*, 9<sup>th</sup> Edition. Thus, PM peak hour trips were used to estimate the Midday trip generation of general office uses.

<sup>8</sup> Pass-by trips are trips made as intermediate stops on the way from an origin to a primary trip destination. Pass-by trips are attracted from traffic passing the site on adjacent streets, which contain direct access to the generator. A pass-by reduction factor of 30% was used for the PM peak hour to provide a conservative assessment; ITE indicates that the average pass-by rate is 44% for this use during the PM peak hour. (Source: *Trip Generation*, 2014). A pass-by reduction factor of 10% was used to estimate pass-by trips during the AM and Midday peak hours and on a daily basis.

**ENVIRONMENTAL ISSUES:**
**Sources**
**Potentially  
Significant  
Impact**
**Less Than  
Significant  
With  
Mitigation  
Incorporation**
**Less than  
Significant  
Impact**
**No  
Impact**

The ICU methodology analysed three scenarios: Existing Traffic Conditions; Existing with Project Traffic Conditions; and Year 2018 with Project Traffic Conditions. The analysis notes for Existing Traffic Conditions that one of the eleven key signalized study intersections (Hawthorne/Sepulveda) currently operate at an unacceptable Level of Service (LOS). For Existing with Project Traffic Conditions, the analysis indicates that the traffic associated with the project will not significantly impact any key signalized study intersection. For Year 2018 with Project Traffic Conditions, the analysis indicates that four intersections are forecasted to operate at an unacceptable LOS, with one intersection (Hawthorne/Carson) expected to be cumulatively impacted by project traffic. However, the implementation of the recommended improvements at this key intersection will offset the cumulative impacts and return operation condition to acceptable LOS. The remaining intersections are projected to operate at acceptable levels. These are summarized in Table 7-1 below.

**TABLE 7-1  
EXISTING WITH PROJECT PEAK HOUR INTERSECTION CAPACITY ANALYSIS (ICU METHODOLOGY)**

Key Intersection	Time Period	Control Type	(1) Existing Traffic Conditions		(2) Existing With Project Traffic Conditions		(3) Significant Impact <sup>12</sup>		(4) Existing With Project With Improvements	
			ICU	LOS	ICU	LOS	ICU Increase	Yes/No	ICU	LOS
1. Anza Avenue at Torrance Boulevard	AM	8Ø Traffic Signal	0.773	C	0.774	C	0.001	No	--	--
	MD		0.646	B	0.658	B	0.012	No	--	--
	PM		0.852	D	0.858	D	0.006	No	--	--
2. Anza Avenue at Carson Street	AM	8Ø Traffic Signal	0.833	D	0.842	D	0.009	No	--	--
	MD		0.581	A	0.612	B	0.031	No	--	--
	PM		0.760	C	0.785	C	0.025	No	--	--
3. Anza Avenue at Sepulveda Boulevard	AM	8Ø Traffic Signal	0.796	C	0.798	C	0.002	No	--	--
	MD		0.591	A	0.598	A	0.007	No	--	--
	PM		0.832	D	0.838	D	0.006	No	--	--
4. Village Court at Del Amo Circle	AM	One-Way Stop	--	--	--	--	--	--	--	--
	MD		--	--	--	--	--	--	--	--
	PM		--	--	--	--	--	--	--	--
5. Del Amo Circle at Carson Street	AM	Two-Way Stop	--	--	--	--	--	--	--	--
	MD		--	--	--	--	--	--	--	--
	PM		--	--	--	--	--	--	--	--
6. Hawthorne Boulevard at Torrance Boulevard	AM	8Ø Traffic Signal	0.723	C	0.729	C	0.006	No	--	--
	MD		0.724	C	0.746	C	0.022	No	--	--
	PM		0.818	D	0.825	D	0.007	No	--	--
7. Hawthorne Boulevard at Del Amo Circle	AM	5Ø Traffic Signal	0.505	A	0.516	A	0.011	No	--	--
	MD		0.588	A	0.629	B	0.041	No	--	--
	PM		0.669	B	0.733	C	0.064	No	--	--
8. Hawthorne Boulevard at Carson Street	AM	8Ø Traffic Signal	0.715	C	0.721	C	0.006	No	--	--
	MD		0.757	C	0.779	C	0.022	No	--	--
	PM		0.863	D	0.884	D	0.021	No	--	--
9. Hawthorne Boulevard at Sepulveda Boulevard	AM	8Ø Traffic Signal	0.853	D	0.857	D	0.004	No	--	--
	MD		0.843	D	0.858	D	0.015	No	--	--
	PM		0.960	E	0.967	E	0.007	No	--	--
10. Madrona Avenue at Torrance Boulevard	AM	8Ø Traffic Signal	0.708	C	0.711	C	0.003	No	--	--
	MD		0.640	B	0.648	B	0.008	No	--	--
	PM		0.792	C	0.800	C	0.008	No	--	--
11. Madrona Avenue at Carson Street	AM	8Ø Traffic Signal	0.575	A	0.576	A	0.001	No	--	--
	MD		0.501	A	0.504	A	0.003	No	--	--
	PM		0.678	B	0.681	B	0.003	No	--	--

**Notes:**

- ICU = Intersection Capacity Utilization
- LOS = Level of Service, please refer to Table 3-1 for the LOS definitions
- Bold ICU/LOS values indicate adverse service levels based on the LOS standards mentioned in this report



**ENVIRONMENTAL ISSUES:**
**Sources**
**Potentially  
Significant  
Impact**
**Less Than  
Significant  
With  
Mitigation  
Incorporation**
**Less than  
Significant  
Impact**
**No  
Impact**

The HCM methodology also analysed the previously mentioned three scenarios. In all three, the analysis notes that all eleven key signalized study intersections currently operate at an acceptable LOS and are forecast to continue to operate at an acceptable LOS. The analysis indicates that the traffic associated with the project will not significantly impact any key signalized study intersection. These are summarized in Table 7-2 below.

**TABLE 7-2  
EXISTING WITH PROJECT PEAK HOUR INTERSECTION CAPACITY ANALYSIS (HCM METHODOLOGY)**

Key Intersection	Time Period	(1) Existing Traffic Conditions		(2) Existing With Project Traffic Conditions		(3) Significant Impact <sup>18</sup>		(4) Existing With Project With Improvements	
		Delay (s/v)	LOS	Delay (s/v)	LOS	Delay Increase	Yes/No	Delay (s/v)	LOS
1. Anza Avenue at Torrance Boulevard	AM	32.9	C	32.9	C	0.0	No	--	--
	MD	29.1	C	29.3	C	0.2	No	--	--
	PM	37.2	D	37.6	D	0.4	No	--	--
2. Anza Avenue at Carson Street	AM	34.0	C	34.5	C	0.5	No	--	--
	MD	28.6	C	30.0	C	1.4	No	--	--
	PM	35.9	D	37.3	D	1.4	No	--	--
3. Anza Avenue at Sepulveda Boulevard	AM	34.6	C	34.0	C	-0.6	No	--	--
	MD	29.9	C	30.0	C	0.1	No	--	--
	PM	35.6	D	35.8	D	0.2	No	--	--
4. Village Court at Del Amo Circle	AM	9.6	A	9.6	A	0.0	No	--	--
	MD	9.4	A	9.4	A	0.0	No	--	--
	PM	9.7	A	9.7	A	0.0	No	--	--
5. Del Amo Circle at Carson Street	AM	16.5	C	16.9	C	0.4	No	--	--
	MD	14.6	B	16.0	C	1.4	No	--	--
	PM	22.2	C	25.4	D	3.2	No	--	--
6. Hawthorne Boulevard at Torrance Boulevard	AM	33.9	C	34.0	C	0.1	No	--	--
	MD	36.8	D	37.2	D	0.4	No	--	--
	PM	38.1	D	38.6	D	0.5	No	--	--
7. Hawthorne Boulevard at Del Amo Circle	AM	14.0	B	14.2	B	0.2	No	--	--
	MD	16.6	B	18.1	B	1.5	No	--	--
	PM	19.3	B	18.9	B	-0.4	No	--	--
8. Hawthorne Boulevard at Carson Street	AM	27.0	C	27.7	C	0.7	No	--	--
	MD	34.0	C	35.9	D	1.9	No	--	--
	PM	36.6	D	38.2	D	1.6	No	--	--
9. Hawthorne Boulevard at Sepulveda Boulevard	AM	36.0	D	36.0	D	0.0	No	--	--
	MD	38.7	D	39.3	D	0.6	No	--	--
	PM	42.8	D	43.4	D	0.6	No	--	--
10. Madrona Avenue at Torrance Boulevard	AM	35.8	D	35.8	D	0.0	No	--	--
	MD	34.2	C	34.3	C	0.1	No	--	--
	PM	38.4	D	38.6	D	0.2	No	--	--
11. Madrona Avenue at Carson Street	AM	28.6	C	28.6	C	0.0	No	--	--
	MD	31.8	C	31.7	C	-0.1	No	--	--
	PM	32.4	C	32.4	C	0.0	No	--	--

**Notes:**

- s/v = seconds per vehicle (delay)
- Bold Delay/LOS values** indicate adverse service levels based on the LOS standards mentioned in this report

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact

The results of the LOS analyses indicate that the proposed project will not impact any of the key signalized study intersections. However, in one scenario (ICU methodology for Year 2018 with Project Traffic Conditions), one intersection (Hawthorne Boulevard at Carson Street) is expected to be cumulatively impacted by project traffic by 2018. As previously mentioned, with the eventual implementation of recommended improvements consistent with those planned by the City, operation conditions can be returned to acceptable LOS at this intersection. The recommendations are for Hawthorne Boulevard at Carson Street: widen the west side of Hawthorne Boulevard to provide a third southbound left-turn lane; widen along the south side of Carson Street to provide a third eastbound through lane; modify existing signing and striping as necessary, and modify existing traffic signal to include a westbound right-turn overlap phase; and prohibit southbound U-turn movements. These recommendations are consistent with those planned by the City, based on a Citywide Traffic Analysis prepared in June 2008. The Project's fair-share contribution towards the implementation of the above-referenced planned improvements will be satisfied through participation of the City's DIF program.

The implementation of the following mitigation measure will ensure compliance with the project's obligation to their fair-share contribution:

**TRAFFIC-1:**

Project applicants to provide full fair-share contribution towards implementation of recommendations for Hawthorne Boulevard at Carson Street, consistent with the identified improvements planned by the City.

Construction and operation of the project would not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit. Therefore, impacts related to traffic would be considered less than significant with the incorporation of the aforementioned mitigation measure.

- |     |   |   |                          |                          |                                     |                          |
|-----|---|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| (b) | Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? | 8 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|-----|---|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

According to the Traffic Impact Analysis Report, no significant impacts are expected to occur on the Los Angeles County Congestion Management Program roadway network (i.e. arterial monitoring intersection locations or freeway monitoring locations) due to the development and full occupancy of the proposed Project. Therefore, impacts related to the congestion management program would be less than significant, and no mitigation measures would be required.

- |     |  |   |                          |                          |                          |                                     |
|-----|--|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| (c) | Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | 8 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|-----|--|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

The project site is 2.3 miles from the Torrance Airport, and is not located within an airport land use plan. The project would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks. The project would not result in any aerial structures. Therefore, no impacts related to air traffic would occur and no mitigation measures would be required.

- |     |   |   |                          |                          |                          |                                     |
|-----|---|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| (d) | Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | 8 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|-----|---|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

The Report evaluated site access and internal circulation. The Report concludes that all project driveways are forecast to operate at acceptable LOS, project traffic is not anticipated to cause significant queuing/stacking on project driveways, and that queuing in the left-turn lanes for Driveways 1 and 2 is of sufficient length to accommodate forecast vehicular queues.

To enhance access to the project site, the Report recommends the following project specific improvements:

- Modify existing median on Del Amo Circle along Project frontage. Maintain the westbound left-turn lanes on Del Amo Circle at Project Driveway 1 and Project Driveway 2. Design median nose at Project Driveway 1 and Project Driveway 2 to restrict outbound left-turn movements, and install all necessary pavement marking and regulatory signs to inform motorists that northbound left-turn movements from Project Driveway 1 and Project Driveway 2 to westbound Del Amo Circle are prohibited.

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact

- Maintain the existing westbound left-turn lane at Project Driveway 1 and provide 150-feet of storage and a 60-foot transition. Design dedicated westbound left-turn lane at Project Driveway 2 to provide 90 feet of storage and a 60-foot transition.
- Del Amo Circle North at Village Court: Install an all-way stop control at this key intersection and provide a crosswalk across the east leg of Del Amo Circle. The installation of the all-way stop and associated signing and striping modifications is subject to the approval of the City of Torrance.

These recommendations will be incorporated as conditions of approval for the project. Vehicular access to the Project site is provided via two driveways located along Del Amo Circle which will allow for "left-in only and right-in/right-out only" movements (outbound left-turn movements will be prohibited per the requirements of the City) and one full-access driveway located along Carson Street. Primary access to the proposed health/fitness club will be provided via Project Driveway 1 (westerly driveway), whereas access to the proposed restaurant will be provided primarily via Project Driveway 2 (easterly driveway) on Del Amo Circle. Access to the existing office buildings as well as the medical office building will continue to be provided from Carson Street as well as driveways on Del Amo Circle. All of the Project driveways are forecast to operate at acceptable levels of service in the Year 2018 during the AM, midday, and PM peak hours.

Internal circulation was evaluated in terms of vehicle-pedestrian conflicts. Based on the proposed site plan, the Report concludes the overall layout does not create any unsafe vehicle-pedestrian conflict points. Project traffic is not anticipated to cause significant queuing/stacking on the Project driveways. Therefore, no impacts related to hazards due to design features would occur and no mitigation measures would be required. The Report recommended the aforementioned project specific improvements to further enhance access to the project site.

- (e) Result in inadequate emergency access? 8 ☐ ☐ ☒ ☐
- The proposed project will have a new drop-off area that allows for emergency access. Furthermore, the project still allows access to the existing interior service road and will continue to provide adequate emergency access. Therefore, impacts related to emergency access would be considered less than significant. No mitigation measures would be required.
- (f) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? 8 ☐ ☐ ☒ ☐
- The project would not conflict with policies, plans, or programs supporting alternative transportation, e.g., bicycles, buses, carpools, vanpools, ridesharing, walking, etc. The project will be required to provide certain amenities related to the California Green Code and is located in close proximity to commercial services, promoting pedestrian activity. Therefore, no impacts related to alternative transportation would occur and no mitigation measures would be required.

## 17. UTILITIES AND SERVICE SYSTEMS. Would the project:

- (a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? 2, 11 ☐ ☒ ☐ ☐
- The Public Works Department of the City of Torrance maintains local sewer and storm drainage systems. The Sanitation Districts of Los Angeles County (LACSD) is the regional agency responsible for the collection and treatment of wastewater. Torrance lies within Sanitation District No. 5. The nearest wastewater treatment facility to Torrance is the Joint Water Pollution Control Plant (JWPCP) in Carson. Torrance maintains 287 miles of sewer lines and 9 lift stations (City of Torrance 2009).

As will be discussed in further detail in Section 17(b) below, the proposed project is not expected to exceed existing wastewater systems capacity on a County level. Wastewater generated by the project is not expected to exceed wastewater treatment requirements pursuant to the RWQB as overseen by the Sanitation Districts of Los Angeles County.

A Sewer Impact Study was prepared for the proposed project. The Study notes that the existing City sewer main in Hawthorne Boulevard is designed to operate at a maximum capacity of 50% full. If the project is allowed to discharge directly into the Hawthorne Boulevard sewer along with existing flows, the calculated peak flows in the City main line will be 54.8% full, which is over the maximum capacity of 50% full.

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact

*The Study recommends an alternative scenario to mitigate the results of these proposed improvements: storing sewage on site in a tank and delaying the discharge until known off-peak hours, specifically for the 12-story office tower. Sewer flows for proposed restaurant and gym would be discharged real time. One existing restaurant on this site is proposed to be demolished, so these flows will be credited. Storing the entire daily flow for the existing 12-story building would result in the Hawthorne Boulevard sewer operating at a peak flow of 47.2% full, well within allowable limits.*

*The implementation of the following mitigation measure will ensure the project will not impact sewer capacity:*

**UTILITIES-1:**

*Project applicants to design sewer discharge system that does not impact Hawthorne Boulevard sewer beyond maximum capacity of 50% full, prior to issuance of Grading Permit, and implement improvements prior to occupancy of project.*

*Impacts related to wastewater would be considered less than significant with the incorporation of the aforementioned mitigation measure.*

- |     |   |       |                          |                          |                                     |                          |
|-----|---|-------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| (b) | Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | 2, 10 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|-----|---|-------|--------------------------|--------------------------|-------------------------------------|--------------------------|

*The project would result in an increase in the need for wastewater treatment services. Based on the Sanitation Districts of Los Angeles County average wastewater generation factors, the project's expected wastewater flow is 39,000 gallons per day (1,000gpd/1,000sf of restaurant + 600gpd/1,000sf of gymnasium with shower). Wastewater generated by the project will be treated at the Joint Water Pollution Control Plant in Carson which has a design capacity of 400 million gallons per day and currently processes an average of 280 million gallons per day. Therefore, impacts to water systems or wastewater systems would be considered less than significant as no expansion of existing facilities will be required. No mitigation measures would be required.*

- |     |  |      |                          |                          |                                     |                          |
|-----|--|------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| (c) | Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | 2, 9 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|-----|--|------|--------------------------|--------------------------|-------------------------------------|--------------------------|

*The site is currently developed with an existing office complex and soil absorption rates will not be significantly altered as the amount of impervious surface area will remain roughly the same. The project will not significantly alter impervious surfaces at the project site because new structures would be constructed on an already developed parcel of land. No additional new storm water drainage facilities, or the expansion of existing facilities, would be required. Therefore, impacts to storm water drainage facilities would be considered less than significant. No mitigation measures would be required.*

- |     |   |   |                          |                          |                                     |                          |
|-----|---|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| (d) | Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? | 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|-----|---|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

*The project site is surrounded by mainly commercial development. The Engineering Division has placed conditions and code requirements on the project to ensure adequate service to the site. It should be noted that the City of Torrance has implemented a DIF and that a portion of the fee is used towards maintenance and improving infrastructure in the area. Therefore, impacts to water supplies would be considered less than significant. No mitigation measures would be required.*

- |     |  |       |                          |                          |                                     |                          |
|-----|--|-------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| (e) | Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | 2, 10 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|-----|--|-------|--------------------------|--------------------------|-------------------------------------|--------------------------|

*The existing system would have adequate capacity to serve the project. Therefore, impacts to wastewater treatment capacity would be considered less than significant. No mitigation measures would be required.*

- |     |   |   |                          |                          |                                     |                          |
|-----|---|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| (f) | Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? | 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|-----|---|---|--------------------------|--------------------------|-------------------------------------|--------------------------|



ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact

*The project site is already developed as an office complex in an urbanized area. The proposed project will be serviced by a private waste hauler and the project will be conditioned to require recycling and sorting to reduce the demand for landfill area. Therefore, impacts to solid waste disposal would be considered less than significant. No mitigation measures would be required.*

- |     |  |   |                          |                          |                          |                                     |
|-----|--|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| (g) | Comply with federal, state, and local statutes and regulations related to solid waste? | 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|-----|--|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

*The project would comply with all federal, state, and local statutes and regulations related to solid waste. In addition, a WMP would be prepared in order to recycle or reuse at least fifty percent of the materials that leave the project site. Therefore, no impacts to regulations related to solid waste would occur and no mitigation measures would be required.*

#### 18. MANDATORY FINDINGS OF SIGNIFICANCE:

- |     |   |   |                          |                          |                          |                                     |
|-----|---|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| (a) | Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|-----|---|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

*The project involves the construction of a fitness center and restaurant, and the conversion of office to medical office uses, on a property zoned for commercial uses and currently developed as an office complex. The property is located in an urban area and there is no evidence that the project will result in any adverse impact on the fish and wildlife resources and their habitat or plant materials. Therefore, the project will not substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal, or eliminate important examples of major periods of California history or prehistory. No impact would occur and no mitigation measures are required.*

- |     |   |      |                          |                          |                                     |                          |
|-----|---|------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| (b) | Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? | 1, 2 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|-----|---|------|--------------------------|--------------------------|-------------------------------------|--------------------------|

*The project would not result in individually or cumulatively considerable impacts that are significant. The analysis above has determined that the project would not have any individually or cumulatively considerable impacts.*

*The long-term cumulative impacts of development in the City, pursuant to the Torrance General Plan (2009), were assessed in the General Plan Update Final EIR. The analysis performed in the General Plan EIR assumed this site was developed as a Commercial Center use. The EIR identified certain cumulative impacts such as generation of air pollution, 100-year flood protection, traffic congestion, limited solid waste disposal facilities in Los Angeles County and limited water supply for Southern California. These cumulative impacts are considered to be previously assessed and the development does not have impacts that are individually limited, but cumulatively considerable. Therefore, impacts are considered less than significant, and no mitigation measures would be required.*

- |     |  |  |                          |                                     |                          |                          |
|-----|--|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| (c) | Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? |  | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|-----|--|--|--------------------------|-------------------------------------|--------------------------|--------------------------|

*As described in the analysis, above, construction and operation of the project would not cause substantial adverse effects on human beings, either directly or indirectly. The impacts that the project could have on human beings have been reduced to below a level of significance via existing regulations and standard conditions of approval.*

*As the environmental impacts of this project are herein determined to be mitigated to less than significant overall, there is no evidence to indicate that adverse impacts will be caused to human beings, either directly or indirectly. With incorporation of mitigation measures, impacts are considered less than significant.*

ENVIRONMENTAL ISSUES:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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#### 19. EARLIER ANALYSIS:

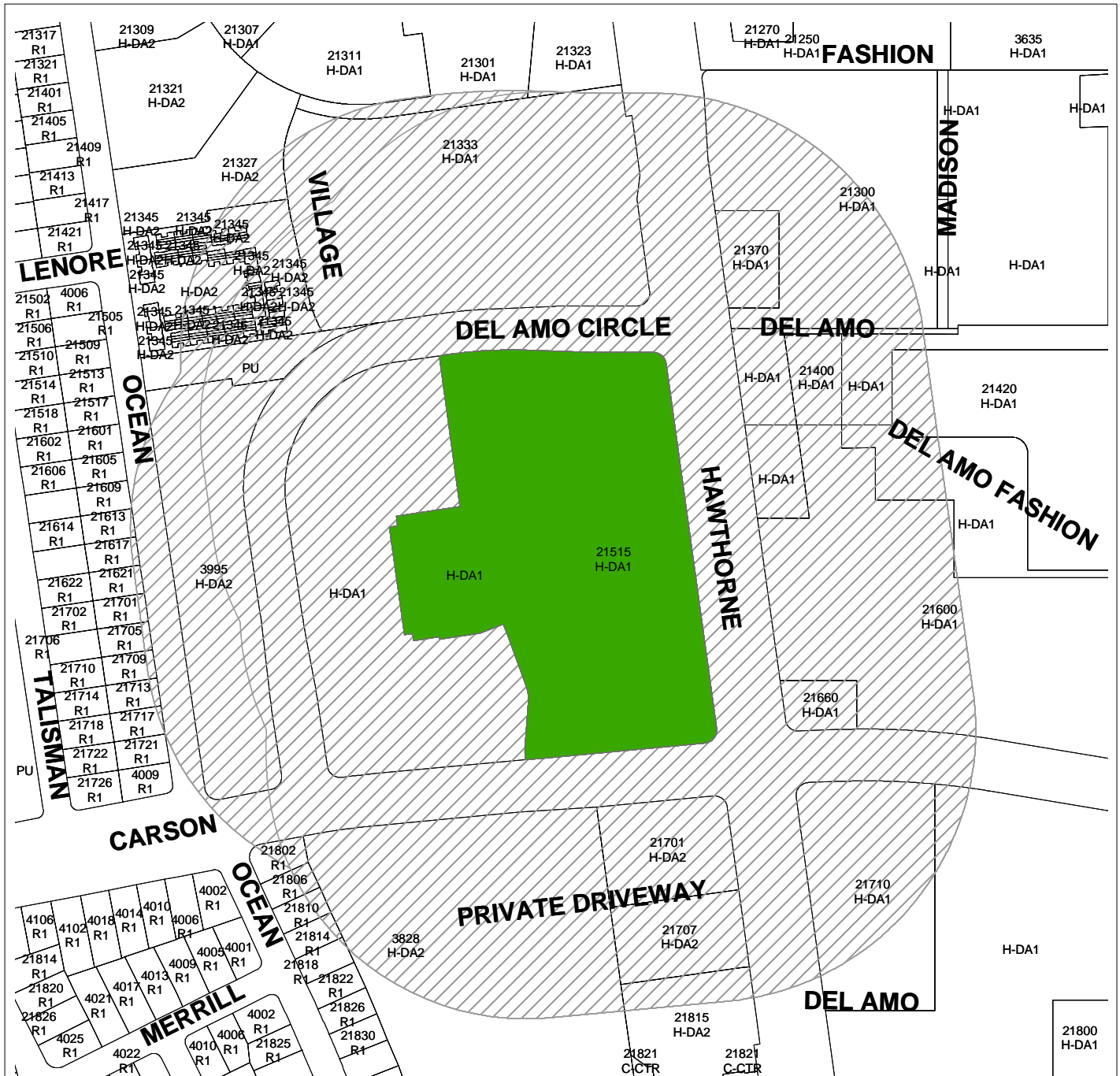
- a) This Initial Study incorporates information contained in the City of Torrance General Plan.

#### 20. SOURCE REFERENCES:

1. City of Torrance General Plan and Land Use Map, April 2010
2. General Plan Final Environmental Impact Report, SCH #1990010318, April 2010
3. City of Torrance Municipal Code, Division 9: Planning & Land Use
4. City of Torrance Zoning Map
5. State of California Department of Conservation, Farmland Mapping & Monitoring Program & Williamson Act Program  
<http://www.conservation.ca.gov/dlrp/fmmp/Pages/Index.aspx>, and <http://www.conservation.ca.gov/dlrp/lca/Pages/Index.aspx>
6. Air Quality and Greenhouse Gas Emissions Technical Study – December 2015 The PlaceWorks
7. Noise Technical Study – December 2015 The PlaceWorks
8. Traffic Impact Analysis Report – May 2016 Lincscott Law & Greenspan
9. Project Plot Plan, Floor Plan and Elevations
10. Sanitation Districts of Los Angeles County (<http://www.lacsd.org>)
11. Sewer Impact Study – June 2016 Fuscoe Engineering

#### 21. ATTACHMENTS:

1. Location and Zoning Map
2. Air Quality and Greenhouse Gas Emissions Technical Study (Excerpt) – December 2015 The PlaceWorks
3. Noise Technical Study (Excerpt) – December 2015 The PlaceWorks
4. Traffic Impact Analysis Report (Excerpt) – May 2016 Lincscott Law & Greenspan
5. Sewer Impact Study (Excerpt) – June 2016 Fuscoe Engineering

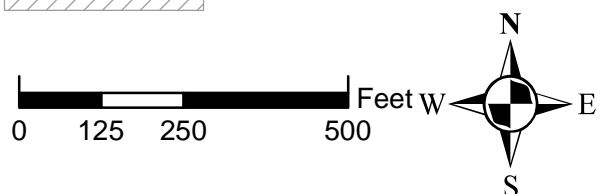


# **LOCATION AND ZONING MAP** CUP15-00023, CUP15-00024, DVP15-00002, DVP15-00003, DIV16-00002, MOD15-00011 (EAS15-00002) 21515-21615 Hawthorne Blvd



## **LEGEND**

- 21515-21615 Hawthorne Blvd
- Notification Area



December 14, 2015 | Technical Study

# Del Amo Financial Plaza Air Quality and Greenhouse Gas Emissions Technical Study

The Muller Company

*Prepared for:*

**The Muller Company**

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## 4. CEQA Thresholds

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### 4.1 CEQA APPENDIX G THRESHOLDS

#### 4.1.1 Air Quality

According to Appendix G of the CEQA Guidelines, the proposed project would have a significant effect on the environment with respect to air quality if it would:

- AQ-1            Conflict with or obstruct implementation of the applicable air quality plan.
- AQ-2            Violate any air quality standard or contribute substantially to an existing or projected air quality violation.
- AQ-3            Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).
- AQ-4            Expose sensitive receptors to substantial pollutant concentrations.
- AQ-5            Create objectionable odors affecting a substantial number of people.

#### 4.1.2 Greenhouse Gas Emissions

According to Appendix G of the CEQA Guidelines, the proposed project would have a significant effect on the environment with respect to GHG emissions if it would:

- GHG-1            Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.
- GHG-2            Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

## 4. CEQA Thresholds

### 4.2 SCAQMD SIGNIFICANCE CRITERIA

#### 4.2.1 Air Quality

The analysis of the proposed project's air quality impacts follows the guidance and methodologies recommended in SCAQMD's *CEQA Air Quality Handbook* and the significance thresholds on SCAQMD's website.<sup>17</sup> CEQA allows the significance criteria established by the applicable air quality management or air pollution control district to be used to assess impacts of a project on air quality. SCAQMD has established thresholds of significance for regional air quality emissions for construction activities and project operation. In addition to the daily thresholds listed above, projects are also subject to the AAQS. These are addressed through an analysis of localized CO impacts and localized significance thresholds (LSTs).

##### 4.2.1.1 REGIONAL SIGNIFICANCE THRESHOLDS

SCAQMD has adopted regional construction and operational emissions thresholds to determine a project's cumulative impact on air quality in the SoCAB. Table 7, *SCAQMD Regional Significance Thresholds*, lists SCAQMD's regional significance thresholds.

**Table 7 SCAQMD Regional Significance Thresholds**

Air Pollutant	Construction Phase	Operational Phase
Reactive Organic Gases (ROGs)/ Volatile Organic Compounds (VOCs)	75 lbs/day	55 lbs/day
Nitrogen Oxides (NO <sub>x</sub> )	100 lbs/day	55 lbs/day
Carbon Monoxide (CO)	550 lbs/day	550 lbs/day
Sulfur Oxides (SO <sub>x</sub> )	150 lbs/day	150 lbs/day
Particulates (PM <sub>10</sub> )	150 lbs/day	150 lbs/day
Particulates (PM <sub>2.5</sub> )	55 lbs/day	55 lbs/day

Source: SCAQMD 2015a.

##### 4.2.1.2 CO HOTSPOTS

Areas of vehicle congestion have the potential to create pockets of CO called hotspots. These pockets have the potential to exceed the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm. Because CO is produced in greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, adherence to ambient air quality standards is typically demonstrated through an analysis of localized CO concentrations. Hotspots are typically produced at intersections, where traffic congestion is highest because vehicles queue for longer periods and are subject to reduced speeds. Typically, for an intersection to exhibit a significant CO concentration, it would operate at level of service (LOS) E or worse without improvements (Caltrans 1997). However, at the time of the 1993 Handbook, the SoCAB was designated nonattainment under the California AAQS and National AAQS for CO. With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities,

<sup>17</sup> SCAQMD's Air Quality Significance Thresholds are current as of March 2011 and can be found here: <http://www.aqmd.gov/ceqa/hdbk.html>.



## 4. CEQA Thresholds

CO concentrations in the SoCAB and in the state have steadily declined. In 2007, the SoCAB was designated in attainment for CO under both the California AAQS and National AAQS. The CO hotspot analysis conducted for the attainment by SCAQMD for busiest intersections in Los Angeles during the peak morning and afternoon periods plan did not predict a violation of CO standards.<sup>18</sup> As identified in SCAQMD's 2003 AQMP and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan), peak carbon monoxide concentrations in the SoCAB in previous years, prior to redesignation, were a result of unusual meteorological and topographical conditions and not a result of congestion at a particular intersection. Under existing and future vehicle emission rates, a project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—in order to generate a significant CO impact (BAAQMD 2011).

### 4.2.1.3 LOCALIZED SIGNIFICANCE THRESHOLDS

SCAQMD developed LSTs for emissions of NO<sub>2</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> generated at the project site (offsite mobile-source emissions are not included). LSTs represent the maximum emissions at a project site that are not expected to cause or contribute to an exceedance of the most stringent federal or state AAQS and are shown in Table 8, *SCAQMD Localized Significance Thresholds*.

**Table 8 SCAQMD Localized Significance Thresholds**

Air Pollutant (Relevant AAQS)	Concentration
1-Hour CO Standard (CAAQS)	20 ppm
8-Hour CO Standard (CAAQS)	9.0 ppm
1-Hour NO <sub>2</sub> Standard (CAAQS)	0.18 ppm
Annual NO <sub>2</sub> Standard (CAAQS)	0.03 ppm
24-Hour PM <sub>10</sub> Standard – Construction (SCAQMD) <sup>1</sup>	10.4 µg/m <sup>3</sup>
24-Hour PM <sub>2.5</sub> Standard – Construction (SCAQMD) <sup>1</sup>	10.4 µg/m <sup>3</sup>
24-Hour PM <sub>10</sub> Standard – Operation (SCAQMD) <sup>1</sup>	2.5 µg/m <sup>3</sup>
24-Hour PM <sub>2.5</sub> Standard – Operation (SCAQMD) <sup>1</sup>	2.5 µg/m <sup>3</sup>
Annual Average PM <sub>10</sub> Standard (SCAQMD) <sup>1</sup>	1.0 µg/m <sup>3</sup>

Source: SCAQMD 2015a.

ppm – parts per million; µg/m<sup>3</sup> – micrograms per cubic meter

<sup>1</sup> Threshold is based on SCAQMD Rule 403. Since the SoCAB is in nonattainment for PM<sub>10</sub> and PM<sub>2.5</sub>, the threshold is established as an allowable change in concentration. Therefore, background concentration is irrelevant.

To assist lead agencies, SCAQMD developed screening-level LSTs to back-calculate the mass amount (lbs. per day) of emissions generated onsite that would trigger the levels shown in Table 8 for projects under five acres. These “screening-level” LSTs tables are the localized significance thresholds for all projects of five acres and less; however, they can be used as screening criteria for larger projects to determine whether or not dispersion modeling may be required to compare concentrations of air pollutants generated by the project to the localized concentrations shown in Table 8.

<sup>18</sup> The four intersections were: Long Beach Boulevard and Imperial Highway; Wilshire Boulevard and Veteran Avenue; Sunset Boulevard and Highland Avenue; and La Cienega Boulevard and Century Boulevard. The busiest intersection evaluated (Wilshire and Veteran) had a daily traffic volume of approximately 100,000 vehicles per day with LOS E in the morning peak hour and LOS F in the evening peak hour.

## 4. CEQA Thresholds

LST analysis is applicable to all projects of five acres and less, but can be used as screening criteria for larger projects to determine if dispersion modeling may be required. In accordance with SCAQMD's LST methodology for construction, LSTs are based on the acreage disturbed per day based on equipment use. The LSTs for the project site in SRA 3 are shown in Table 9, *SCAQMD Screening-Level Construction Localized Significance Thresholds*, for non-residential receptors within 82 feet (25 meters) and residential receptors within 325 feet (99 meters). Because the project is not an industrial project that has the potential to emit substantial sources of stationary emissions, operational LSTs are not an air quality impact of concern, but they are shown in Table 9 for reference.

**Table 9 SCAQMD Screening-Level Localized Significance Thresholds**

Acreage Disturbed	Threshold (lbs/day)			
	Nitrogen Oxides (NO <sub>x</sub> ) <sup>1</sup>	Carbon Monoxide (CO) <sub>1</sub>	Coarse Particulates (PM <sub>10</sub> ) <sup>2</sup>	Fine Particulates (PM <sub>2.5</sub> ) <sup>2</sup>
<b>Construction Phase</b>				
=<1 Acre Disturbed per Day	91	664	28	9
1.50 Acres Disturbed per Day	111	815	32	10
1.88 Acres Disturbed per Day	126	929	36	12
1.94 Acres Disturbed per Day	129	948	36	12
2.00 Acres Disturbed per Day	131	967	37	12
<b>Operational Phase<sup>3</sup></b>	142	1,098	10	3

Source: SCAQMD 2008b, Based on receptors in SRA 3.

<sup>1</sup> NO<sub>x</sub> and CO LSTs are based on non-residential receptors within 82 feet (25 meters).

<sup>2</sup> PM<sub>10</sub> and PM<sub>2.5</sub> LSTs are based on residential receptors within 325 feet (99 meters).

<sup>3</sup> NO<sub>x</sub> and CO LSTs are based on non-residential receptors within 82 feet (25 meters) for a project site size of 2.49 acres. PM<sub>10</sub> and PM<sub>2.5</sub> LSTs are based on residential receptors within 325 feet (99 meters) for a project site size of 2.49 acres.

### 4.2.1.4 HEALTH RISK THRESHOLDS

#### Offsite Risk

Whenever a project would require use of chemical compounds that have been identified in SCAQMD Rule 1401, placed on CARB's air toxics list pursuant to AB 1807, or placed on the EPA's National Emissions Standards for Hazardous Air Pollutants, a health risk assessment is required by the SCAQMD. Table 10, *SCAQMD Toxic Air Contaminants Incremental Risk Thresholds*, lists the SCAQMD's TAC incremental risk thresholds for operation of a project. Residential, commercial, and office uses do not use substantial quantities of TACs, and these thresholds typically apply to new industrial projects. Although not officially adopted by SCAQMD, these thresholds are also commonly used to determine air quality land use compatibility of a project with major sources of TACs within 1,000 feet. The proposed project is not considered a sensitive land use and would not result in a substantial generation of new TACs.

## 4. CEQA Thresholds

**Table 10 SCAQMD Toxic Air Contaminants Incremental Risk Thresholds**

Maximum Incremental Cancer Risk	≥ 10 in 1 million
Cancer Burden (in areas ≥ 1 in 1 million)	> 0.5 excess cancer cases
Hazard Index (project increment)	≥ 1.0
Source: SCAQMD 2015a.	

### 4.2.2 Greenhouse Gas Emissions

To provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents, SCAQMD convened a GHG CEQA Significance Threshold Working Group (Working Group). Based on the last Working Group meeting (Meeting No. 15) in September 2010, SCAQMD identified a tiered approach for evaluating GHG emissions for development projects where SCAQMD is not the lead agency:

- **Tier 1.** If a project is exempt from CEQA, project-level and cumulative GHG emissions are less than significant.
- **Tier 2.** If the project complies with a GHG emissions reduction plan or mitigation program that avoids or substantially reduces GHG emissions in the project's geographic area (i.e., city or county), project-level and cumulative GHG emissions are less than significant.

For projects that are not exempt or where no qualifying GHG reduction plans are directly applicable, SCAQMD requires an assessment of GHG emissions. SCAQMD identified a screening-level threshold of 3,000 MTCO<sub>2e</sub> annually for all land use types or the following land-use-specific thresholds: 1,400 MTCO<sub>2e</sub> for commercial projects, 3,500 MTCO<sub>2e</sub> for residential projects, or 3,000 MTCO<sub>2e</sub> for mixed-use projects. These bright-line thresholds are based on a review of the Governor's Office of Planning and Research database of CEQA projects. Based on their review of 711 CEQA projects, 90 percent of CEQA projects would exceed the bright-line thresholds. Therefore, projects that do not exceed the bright-line threshold would have a nominal, and therefore, less than cumulatively considerable impact on GHG emissions:

- **Tier 3.** If GHG emissions are less than the screening-level threshold, project-level and cumulative GHG emissions are less than significant.
- **Tier 4.** If emissions exceed the screening threshold, a more detailed review of the project's GHG emissions is warranted.

SCAQMD has identified an efficiency target for projects that exceed the screening threshold of 4.8 MTCO<sub>2e</sub> per year per service population (MTCO<sub>2e</sub>/year/SP) for project-level analyses and 6.6 MTCO<sub>2e</sub>/year/SP for plan level projects (e.g., program-level projects such as general plans).<sup>19</sup> The per capita efficiency targets are based on the AB 32 GHG reduction target and 2020 GHG emissions inventory prepared for CARB's 2008

<sup>19</sup> It should be noted that the Working Group also considered efficiency targets for 2035 for the first time in this meeting.

## 4. CEQA Thresholds

Scoping Plan.<sup>20</sup> For the purpose of this project, SCAQMD's project-level thresholds are used. If projects exceed the thresholds, GHG emissions would be considered potentially significant in the absence of mitigation measures.

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<sup>20</sup> SCAQMD took the 2020 statewide GHG reduction target for land use only GHG emissions sectors and divided it by the 2020 statewide employment for the land use sectors to derive a per capita GHG efficiency metric that coincides with the GHG reduction targets of AB 32 for year 2020.

## 5. Environmental Impacts

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### 5.1 METHODOLOGY

This air quality and GHG emissions evaluation was prepared in accordance with the requirements of CEQA to determine if significant air quality impacts are likely to occur in conjunction with the type and scale of development associated with the proposed project. Air quality and GHG emissions modeling was completed for the project using the California Emissions Estimator Model (CalEEMod), version 2013.2.2, recommended by the SCAQMD. Air quality modeling datasheets for the project can be found in Appendix A.

The operational-phase project-related emissions are based on the net change in conditions related to development of the new proposed buildings and parking structure and conversion of the semicircular office building from general to medical office use. The modeling accounts for the net changes in the average daily vehicle trips generated, energy usage, water demand, and wastewater and solid waste generation due to the change in use from general office use to medical office use. Construction emissions are based on information provided for the project. Where specific information was not available, CalEEMod default values were utilized. Life cycle emissions are not included in this analysis because not enough information is available.<sup>21</sup>

- **Transportation.** The average daily trip (ADT) generation, trip lengths, and trip links information were provided by LLG Engineers. The weekday trip generation, which represents the worst-case scenario, for the proposed fitness center and restaurant are 1,321 and 612 ADTs, respectively. The number of average daily trips for the existing general office use and the proposed medical office use are 903 and 2,516 ADTs, respectively. Overall, the proposed project would result in a net increase of 3,456 weekday ADTs. A trip length of two miles is assumed for trips associated with fitness center patrons and employees. The modeling assumes trip distances of 4.7 miles for restaurant patrons and 6.4 miles for medical-office patrons. For further details, refer to Appendix A of this study. On-road criteria air pollutant emissions are based on year 2017 emission rates, which coincide with the anticipated opening year. For GHG emissions, on-road transportation emissions are based on year 2020 emission rates. This is consistent with SCAQMD's methodology because the significance criteria are based on the GHG reduction targets of AB 32 and GHG reduction measures that have been adopted to reduce GHG emissions for year 2020.

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<sup>21</sup> Life cycle emissions include indirect emissions associated with materials manufacture. However, these indirect emissions involve numerous parties, each of which is responsible for GHG emissions of their particular activity. The California Resources Agency, in adopting the CEQA Guidelines Amendments on GHG emissions found that lifecycle analyses was not warranted for project-specific CEQA analysis in most situations, for a variety of reasons, including lack of control over some sources, and the possibility of double-counting emissions (see Final Statement of Reasons for Regulatory Action, December 2009). Because the amount of materials consumed during the operation or construction of the proposed project is not known, the origin of the raw materials purchased is not known, and manufacturing information for those raw materials are also not known, calculation of life cycle emissions would be speculative. A life-cycle analysis is not warranted (OPR 2008).

## 5. Environmental Impacts

- **Energy Use.** Modeling assumes that the new fitness center and restaurant would be constructed to achieve the 2013 Building and Energy Efficiency Standards. For the purpose of this air quality and GHG emissions evaluation, it is assumed that operation of the existing five-story office building as a medical office compared to a general office use would not result in an increase in energy use. However, this is likely conservative because the proposed project would improve the energy efficiency of the existing office building, potentially resulting in a decrease in emissions from energy use.
- **Water/Wastewater.** Modeling assumes no increase in outdoor water use. For indoor water use, modeling assumes that operation of the existing five-story office building as a medical office compared to a general office use would not result in an increase in indoor water use/wastewater generation. Indoor water use and wastewater generation for the fitness center and restaurant are based on CalEEMod defaults.
- **Solid Waste.** Modeling assumes that operation of the existing five-story office building as a medical office compared to a general office use would result in a net increase in solid waste generation of approximately 808 tons annually based on CalEEMod default emission factors. Solid waste generation for the fitness center and restaurant are based on CalEEMod defaults.
- **Area Sources.** Modeling assumes 100 percent of the exterior and interior walls of the proposed restaurant building and the five-story office would be painted. Based on information provided, the following is assumed for the proposed fitness center and parking structure.
  - Fitness center: 60 percent exterior, 100 percent interior
  - Parking structure: 80 percent exterior, 100 percent interior
- **Construction.** Construction is anticipated to start in October 2016 and conclude December 2017 for a total duration of approximately 14 months. Table 11, *Construction Activities, Phasing, and Equipment*, shows the assumed construction activities, phasing, and construction equipment based on information provided and CalEEMod defaults.



## 4. CEQA Thresholds

**Table 11 Construction Activities and Phasing**

Activities <sup>1</sup>	Start/End Dates <sup>1</sup>	Equipment
Building Interior Demolition	10/1/2016 – 11/21/2016	1 concrete/industrial saw; 3 tractors/loaders/backhoes
Building Interior Demolition Debris Haul	11/16/2016 – 11/21/2016	n/a
Asphalt Demolition	11/22/2016 – 1/12/2017	1 concrete/industrial saw; 1 rubber tired dozer; 3 tractors/loaders/backhoes; 1 water truck
Site Preparation	1/13/2017 – 1/28/2017	1 grader; 1 scraper; 1 tractors/loaders/backhoes; 1 water truck
Rough Grading	1/29/2017 – 2/25/2017	1 grader; 1 rubber tired dozer; 2 tractors/loaders/backhoes; 1 water truck
Utility Trenching	2/26/2017 – 3/12/2017	1 excavator
Building Construction	3/13/2017 – 12/18/2017	1 crane; 2 forklifts; 1 generator set; 1 tractor/loader/backhoe; 3 welders
Architectural Coating	10/9/2017 – 12/18/2017	1 air compressor
Asphalt Paving	12/6/2017 – 12/18/2017	1 cement and mortar mixer; 1 paver; 1 paving equipment; 2 rollers; 1 tractor/loader/backhoe

Notes: n/a = not applicable

<sup>1</sup> Based on information provided and CalEEMod default schedule.

<sup>2</sup> Based on CalEEMod default. Equipment for the Utility Trenching activity is assumed.

### Calculating Service Population for Nonresidential Uses

Service population is traditionally defined as the number of residents and employees that are generated by a project. The service population metric is derived from CARB's 2008 Scoping Plan. The Scoping Plan identified that, based on the GHG emissions inventories for the state, people living in California generate approximately 14 tons of GHG emissions per capita and need to reduce GHG emissions to approximately 10 tons of GHG per capita to meet the GHG reduction target of AB 32. Because people who live in California generally work in California, the service population metric in the Scoping Plan did not include employees. As CEQA significance thresholds were being developed by individual air districts, air districts considered applying this type of efficiency metric to the air district's boundaries. In line with the methodology developed by the Regional Targets Advisory Committee (RTAC) as part of SB 375 target setting discussions, the definition of service population for a local air district was amended to include employees as well as residents because the transportation sector is the primary source of project-related GHG emissions and, unlike the state as a whole, people who work in one county/air district may not live in the same air district/city/county. However, it should be noted that people who live and work within the air district/city/county would also have other trip ends to services such as schools, retail uses, and parks. Therefore, for an air district/city/county boundary as a whole, the per capita metric does not include other users of the site. However, a project encompasses a much smaller boundary than an air district/city/county, and for commercial and other nonresidential development projects (e.g., parks, schools), the primary users of a site are not the employees, but visitors. Depending on the land use, these may include patients, customers, students, clients, etc. Therefore, for the purpose of this project, whose primary users would be patrons of the proposed medical office building, health fitness, and restaurant, the service population includes both employees and patrons.

## 5. Environmental Impacts

### 5.2 ENVIRONMENTAL IMPACTS

#### 5.2.1 Air Quality Impacts

This section discusses the project-specific and cumulative impacts related to air quality.

<b>AIR-1</b>	<b>Implementation of the proposed project would not conflict with or obstruct implementation of the applicable air quality plan.</b>
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A consistency determination with the AQMP plays an important role in local agency project review by linking local planning and individual projects to the AQMP. It fulfills the CEQA goal of informing decision makers of the environmental efforts of the project under consideration early enough to ensure that air quality concerns are fully addressed. It also provides the local agency with ongoing information as to whether they are contributing to the clean air goals in the AQMP.

The regional emissions inventory for the SoCAB is compiled by SCAQMD and SCAG. Regional population, housing, and employment projections developed by SCAG are based, in part, on cities' general plan land use designations. These projections form the foundation for the emissions inventory of the AQMP. These demographic trends are incorporated into the RTP/SCS, compiled by SCAG to determine priority transportation projects and vehicle miles traveled in the SCAG region. The AQMP strategy is based on projections from local general plans. Projects that are consistent with the local general plan are considered consistent with the air quality-related regional plan.

Changes in population, housing, or employment growth projections have the potential to affect SCAG's demographic projections and therefore the assumptions in SCAQMD's AQMP. The proposed project would convert an existing office building into a medical office building and would not change the general type of land use currently in operation. Additionally, the proposed fitness center and restaurant would be consistent with the types of uses permitted under the "Del Amo Business Sub-District One" land use designation. Furthermore, the net long-term emissions generated by the proposed project would not generate criteria air pollutants that exceed the SCAQMD significance thresholds. Therefore, the proposed project is consistent with the AQMP.

**Significance Before Mitigation: Less Than Significant Impact.**

<b>AIR-2</b>	<b>Construction and operation of the proposed project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation.</b>
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The following describes changes in regional impacts from short-term construction activities and long-term operation of the proposed project.

#### Regional Construction Emissions

Construction activities produce combustion emissions from various sources, such as onsite heavy-duty construction vehicles, vehicles hauling materials to and from the site, and motor vehicles transporting the

## 4. CEQA Thresholds

construction crew. Site preparation activities produce fugitive dust emissions (PM<sub>10</sub> and PM<sub>2.5</sub>) from demolition and soil-disturbing activities, such as grading and excavation. Air pollutant emissions from construction activities onsite would vary daily as construction activity levels change.

The proposed project would be constructed over an approximately 14-month period from October 2016 to December 2017. Construction air pollutant emissions are based on the preliminary information provided by the applicant. Construction would entail: interior demolition of the semicircular office building and removal of the debris, demolition of existing asphalt, grading, renovation of the building, construction of the proposed fitness and restaurant buildings and parking structure, architectural coating, and asphalt paving. An estimate of maximum daily construction emissions for the proposed project is provided in Table 12, *Maximum Daily Regional Construction Emissions*. As shown in this table, pollutant emissions generated from project-related construction activities would not exceed SCAQMD's regional significance thresholds.

**Significance Before Mitigation: Less Than Significant Impact.****Table 12 Maximum Daily Regional Construction Emissions**

Construction Phase	Pollutants (pounds per day) <sup>1, 2</sup>					
	VOC	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Year 2016</b>						
Building Interior Demolition	2	14	12	<1	1	1
Building Interior Demolition Debris Haul	<1	3	5	<1	2	<1
Overlap of Building Interior Demolition and Building Interior Demolition Debris Haul	2	18	16	<1	3	1
Asphalt Demolition	3	29	23	<1	2	2
<b>Year 2017</b>						
Asphalt Demolition	2	27	22	<1	2	2
Site Preparation	3	29	18	<1	2	1
Grading	3	29	20	<1	4	3
Utility Trenching	<1	4	4	<1	<1	<1
Building Construction	4	26	25	<1	3	2
Architectural Coating	23	2	3	<1	<1	<1
Asphalt Paving	2	17	13	<1	1	1
Overlap of Building Construction, Architectural Coating, and Asphalt Paving	29	45	41	<1	4	3
Maximum Daily Emissions	29	45	41	<1	4	3
SCAQMD Regional Construction Threshold	75	100	550	150	150	55
Significant?	No	No	No	No	No	No

Source: CalEEMod Version 2013.2.2.

Notes: Totals may not equal 100 percent due to rounding.

<sup>1</sup> Based on the preliminary information provided by the Applicant. Where specific information regarding project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by SCAQMD of construction equipment and phasing for comparable projects.

<sup>2</sup> Includes implementation of fugitive dust control measures required by SCAQMD under Rule 403, including watering disturbed areas a minimum of two times per day, reducing speed limit to 15 miles per hour on unpaved surfaces, replacing ground cover quickly, and street sweeping with Rule 1186-compliant sweepers. Modeling also assumes a VOC content of 100 grams per liter for paints pursuant to SCAQMD Rule 1113.

## 5. Environmental Impacts

### Regional Operational Emissions

Long-term air pollutant emissions generated by the project would be generated by transportation sources (e.g., employee and patron vehicle trips), area sources (e.g., landscape fuel use, aerosols, and architectural coatings), and energy use (natural gas) associated with the proposed buildings. Table 13, *Net Increase in Maximum Daily Regional Operational Phase Emissions*, identifies the net criteria air pollutant emissions that would result from implementation of the proposed project. As shown in the table, project-related air pollutant emissions would not exceed the SCAQMD's regional emissions thresholds for operational activities.

**Significance Before Mitigation: Less Than Significant Impacts.**

**Table 13 Net Increase in Maximum Daily Regional Operational Phase Emissions**

Construction Phase	Criteria Air Pollutants (lbs/day)					
	ROG (VOC)	NOx	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area	4	0	<1	0	0	0
Energy	<1	1	1	<1	<1	<1
Mobile	10	7	77	<1	11	4
<b>Total</b>	<b>14</b>	<b>8</b>	<b>78</b>	<b>&lt;1</b>	<b>14</b>	<b>4</b>
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold	No	No	No	No	No	No

Source: CalEEMod, Version 2013.2.2. Based on trip generation information provided by LLG Engineers.

Notes: Totals may not equal 100 percent due to rounding.

<b>AIR-3</b>	The proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors).
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The SoCAB is designated nonattainment for O<sub>3</sub> and PM<sub>2.5</sub> under the California and National AAQS, nonattainment for lead (Los Angeles County only) under the National AAQS, and nonattainment for PM<sub>10</sub> under the California AAQS.<sup>22</sup> According to SCAQMD methodology, any project that does not exceed or can be mitigated to less than the daily threshold values would not add significantly to a cumulative impact (SCAQMD 1993). As described above in AIR-2, the proposed project would not exceed SCAQMD's significance thresholds and therefore would not cumulatively contribute to the nonattainment designations of the SoCAB.

**Significance Before Mitigation: Less Than Significant Impact.**

<sup>22</sup> CARB approved the SCAQMD's request to redesignate the SoCAB from serious nonattainment for PM<sub>10</sub> to attainment for PM<sub>10</sub> under the national AAQS on March 25, 2010, because the SoCAB has not violated federal 24-hour PM<sub>10</sub> standards during the period from 2004 to 2007. In June 2013, the EPA approved the State of California's request to redesignate the South Coast PM<sub>10</sub> nonattainment area to attainment of the PM<sub>10</sub> National AAQS, effective on July 26, 2013 (CARB 2013).

## 4. CEQA Thresholds

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<b>AIR-4</b>	<b>Implementation of the proposed project would not expose sensitive receptors to substantial pollutant concentrations.</b>
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The following describes changes in localized impacts from short-term construction activities and long-term operation of the proposed project.

### Localized Construction Impacts

The proposed project could expose sensitive receptors to elevated pollutant concentrations during construction activities if it would cause or contribute significantly to elevated levels. Unlike the mass of construction and operations emissions shown in the regional emissions analysis in Tables 12 and 13, which are described in pounds per day, localized concentrations refer to an amount of pollutant in a volume of air (ppm or  $\mu\text{g}/\text{m}^3$ ) and can be correlated to potential health effects.

#### *Construction-Phase LSTs*

LSTs are the amount of project-related emissions at which localized concentrations (ppm or  $\mu\text{g}/\text{m}^3$ ) could exceed the AAQs for criteria air pollutants for which the SoCAB is designated nonattainment. LSTs are based on the proposed project site size and distance to the nearest sensitive receptor. Thresholds are based on the California AAQS, which are the most stringent AAQS, established to provide a margin of safety in the protection of the public health and welfare. They are designed to protect sensitive receptors most susceptible to further respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise.

Table 14, *Maximum Daily Onsite Localized Construction Emissions*, shows the maximum daily construction emissions (pounds per day) generated during onsite construction activities compared with the SCAQMD's LSTs. As shown in the table, maximum daily construction emissions would not exceed the SCAQMD LSTs for  $\text{NO}_x$ , CO,  $\text{PM}_{10}$ , or  $\text{PM}_{2.5}$ . Therefore, construction emissions would not exceed the California AAQS, and project construction would not expose sensitive receptors to substantial pollutant concentrations.

**Significance Before Mitigation: Less Than Significant Impact.**

## 5. Environmental Impacts

**Table 14 Maximum Daily Onsite Localized Construction Emissions**

Source	Pollutants (pounds per day) <sup>1, 2</sup>			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
Utility Trenching – 2017	4	3	<1	<1
Building Construction – 2017	23	16	1	1
Building Construction, Architectural Coating, and Asphalt Paving – 2017	42	30	3	3
1.00-Acre or Less LST	91	664	28	9
Exceeds LST?	No	No	No	No
Building Interior Demolition and Debris Haul – 2016	14	11	3	1
1.50-Acre LST	111	815	32	10
Exceeds LST?	No	No	No	No
Grading – 2017	28	19	4	3
1.88-Acre LST	126	929	36	12
Exceeds LST?	No	No	No	No
Site Preparation – 2017	29	17	2	1
1.94-Acre LST	129	948	36	12
Exceeds LST?	No	No	No	No
Asphalt Demolition – 2016	28	21	2	2
Asphalt Demolition – 2017	27	21	2	2
2.00-Acre LST	131	967	37	12
Exceeds LST?	No	No	No	No

Source: CalEEMod Version 2013.2.2., and SCAQMD, Localized Significance Methodology, 2006, October, Appendix A. In accordance with SCAQMD methodology, only on-site stationary sources and mobile equipment occurring on the proposed project site are included in the analysis. LSTs for NO<sub>x</sub> and CO are based on non-residential receptors (onsite) within 82 feet (25 meters) of the proposed project site. LSTs for PM<sub>10</sub> and PM<sub>2.5</sub> are based on the nearest residential receptors within 325 feet (99 meters) of the proposed project site.

Notes: Totals may not equal 100 percent due to rounding.

<sup>1</sup> Based on the information provided by the Applicant. Where specific information regarding project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by SCAQMD of construction equipment and phasing for comparable projects.

<sup>2</sup> Includes implementation of fugitive dust control measures required by SCAQMD under Rule 403, including watering disturbed areas a minimum of two times per day, reducing speed limit to 15 miles per hour on unpaved surfaces, replacing ground cover quickly, and street sweeping with Rule 1186-compliant sweepers. Model also assumes a VOC content of 100 grams per liter for exterior paints pursuant to SCAQMD Rule 1113.

### Health Risk

Health risk assessments are based on risk accumulated over a 70-year lifetime. Given the relatively short-term schedule for construction activities (1 year compared to 70 years), the proposed project would not result in a long-term substantial source of TAC emissions. SCAQMD does not currently require a risk assessment for short-term emissions generated by diesel exhaust from construction equipment. Furthermore, as identified in Table 14, localized emissions of criteria air pollutants would be less than SCAQMD thresholds. Therefore, project-related diesel particulate matter impacts during construction would also not be significant.



## 4. CEQA Thresholds

### Localized Operational Impacts

#### *Operational Phase LSTs*

Operation of the proposed project would not generate substantial quantities of emission from onsite, stationary sources. Land uses that have the potential to generate substantial stationary sources of emissions that would require a permit from SCAQMD include industrial land uses, such as chemical processing and warehousing operations where substantial truck idling could occur onsite. The proposed project does not fall within these categories of uses. While operation of the proposed project could result in the use of standard onsite mechanical equipment such as heating, ventilation, and air conditioning units in addition to occasional use of landscaping equipment for project site maintenance, air pollutant emissions generated from these activities would be nominal (see Table 13). Therefore, localized air quality impacts related to stationary-source emissions would not expose sensitive receptors to pollutant concentrations.

#### *CO Hotspots*

Areas of vehicle congestion have the potential to create pockets of CO called hotspots. These pockets have the potential to exceed the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm. At the time of the 1993 Handbook, the SoCAB was designated nonattainment under the California AAQS and National AAQS for CO. With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations in the SoCAB and in the state have steadily declined. In 2007, the SCAQMD was designated in attainment for CO under both the California AAQS and National AAQS. As identified in SCAQMD's 2003 AQMP and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan), peak carbon monoxide concentrations in the SoCAB were a result of unusual meteorological and topographical conditions and not a result of congestion at a particular intersection. Under existing and future vehicle emission rates, a project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—in order to generate a significant CO impact (BAAQMD 2011). The proposed project would generate up to a net of approximately 3,546 average daily vehicle trips. Therefore, the proposed project would not produce the volume of traffic required to generate a CO hotspot.

#### **Significance Before Mitigation: Less Than Significant Impact.**

<b>AIR-5</b>	<b>The proposed project would not create objectionable odors affecting a substantial number of people.</b>
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Nuisance odors from land uses in the SoCAB are regulated under SCAQMD Rule 402, Nuisance, which states:

A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to

## 5. Environmental Impacts

business or property. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

The type of facilities that are considered to have objectionable odors include wastewater treatments plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities. The proposed land uses would not result in the types of odors generated by the aforementioned land uses. While the proposed restaurant could potentially emit odors from its operation, odors from restaurants are not typically considered to be an objectionable odor that would affect a substantial number of people. Additionally, emissions from construction equipment, such as diesel exhaust and volatile organic compounds from architectural coatings and paving activities, may also generate odors. However, these odors would be low in concentration, temporary, and are not expected to affect a substantial number of people.

**Significance Before Mitigation: Less Than Significant Impact.**

### 5.2.2 Greenhouse Gas Emissions Impacts

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GHG-1	Implementation of the proposed project would not generate a net increase in GHG emissions, either directly or indirectly, that would have a significant impact on the environment.
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Implementation of a development project could contribute to global climate change through direct emissions of GHGs from onsite area sources and vehicle trips generated by the project, and indirectly through offsite energy production required for onsite activities, water use, and waste disposal. Because no single project is large enough to result in a measurable increase in global concentrations of GHG emissions, global warming impacts of a project are considered on a cumulative basis.

The net increase in GHG emissions that would result from project implementation are shown in Table 15, *Net Increase in Operational Phase GHG Emissions*. Annual GHG emissions were calculated for construction and operation of the proposed project. The net increase in operational phase emissions are from operation of the proposed land uses and from the new project-related vehicle trips that would be generated. Construction emissions were amortized into the operational phase in accordance with SCAQMD's proposed methodology (SCAQMD 2010).

## 4. CEQA Thresholds

Table 15 Net Increase in Operational Phase GHG Emissions

Source	GHG Emissions	
	MTCO <sub>2</sub> e <sup>1</sup>	Percent Change
Area	<1	<1%
Energy <sup>1</sup>	496	18%
Mobile <sup>2</sup>	1,656	62%
Solid Waste	494	18%
Water	26	1%
Construction-Amortized <sup>3</sup>	16	1%
<b>Total All Sectors</b>	<b>2,688</b>	<b>100%</b>
Proposed SCAQMD Bright-Line Threshold	3,000 MTCO <sub>2</sub> e	NA
Exceeds Threshold?	No	NA
Per Capita Emissions <sup>4</sup>	2.34 MTCO <sub>2</sub> e/SP	NA

Source: CalEEMod, Version 2013.2.2.

Notes: Totals may not equal 100 percent due to rounding

<sup>1</sup> Buildings on proposed land uses are assumed to comply with the 2013 Building and Energy Efficiency Standards, which are 30 percent more energy efficient for nonresidential buildings than the 2008 standards. This analysis assumes new buildings of all land use types exceed the 2008 standards by 30 percent. Includes applicable water efficiency improvements required under CALGreen.<sup>2</sup> Based on year 2020 emission rates, consistent with the GHG targets identified in the 2008 Scoping Plan.<sup>3</sup> Construction emissions are amortized over a 30-year project lifetime per recommended SCAQMD methodology.<sup>4</sup> For informational purposes only. The purposes of this analysis, the per capita GHG emissions are based on the medical office service population which consists of 332 employees and 815 patrons. Service population information is provided by LLG Engineers.

As shown in the table, the primary source of GHG emissions is transportation sources from employees and patrons driving to and from the proposed land uses followed by emissions generated from energy usage and solid waste generation. Overall, the proposed project would generate a net increase of 2,688 MTCO<sub>2</sub>e of GHG emissions annually and would fall below SCAQMD bright-line screening threshold of 3,000 MTCO<sub>2</sub>e per year. Therefore, GHG emissions generated by the project are not considered to cumulatively contribute to statewide GHG emissions.

Additionally, and for information purposes only, operation of the proposed project would result in a per capita emission rate of 2.34 MTCO<sub>2</sub>e per service population (SP). This rate would fall below SCAQMD's GHG emissions per capita threshold of 4.8 MTCO<sub>2</sub>e/SP. For the purpose of this discussion, the service population accounts for only the medical office employees and patrons. Inclusion of the proposed restaurant and fitness center employees and patrons would further reduce the proposed project's per capita emission rate.

**Significance Before Mitigation: Less Than Significant Impact.**

GHG-2	Implementation of the proposed project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.
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Applicable plans adopted for the purpose of reducing GHG emissions include CARB's Scoping Plan and SCAG's 2012 RTP/SCS. A consistency analysis with these plans is presented below:

## 5. Environmental Impacts

### CARB Scoping Plan

In accordance with AB 32, CARB developed the Scoping Plan to outline the state's strategy to achieve 1990 level emissions by year 2020. To estimate the reductions necessary, CARB projected statewide 2020 BAU GHG emissions and identified that the state as a whole would be required to reduce GHG emissions by 28.5 percent from year 2020 BAU to achieve the targets of AB 32 (CARB 2008). The GHG emissions forecast was updated as part of the First Update to the Scoping Plan. In the First Update to the Scoping Plan, CARB projected that statewide BAU emissions in 2020 would be approximately 509 million MTCO<sub>2e</sub>.<sup>23</sup> Therefore, to achieve the AB 32 target of 431 million MTCO<sub>2e</sub> (i.e. 1990 emissions levels) by 2020, the state would need to reduce emissions by 78 million MTCO<sub>2e</sub> compared to BAU conditions, a reduction of 15.3 percent from BAU in 2020 (CARB 2014b).<sup>24</sup>

Since adoption of the 2008 Scoping Plan, state agencies have adopted programs identified in the plan, and the legislature has passed additional legislation to achieve the GHG reduction targets. Statewide strategies to reduce GHG emissions include the LCFS, California Appliance Energy Efficiency regulations, California Building Standards (i.e., CALGreen and the 2013 Building and Energy Efficiency Standards), 33 percent RPS, and changes in the corporate average fuel economy standards (e.g., Pavley I and California Advanced Clean Cars [Pavley II]). The project GHG emissions shown in Table 15 include reductions associated with statewide strategies that have been adopted since AB 32. The proposed project would comply with these state GHG emissions reduction measures as they are statewide strategies. Therefore, the proposed program would not obstruct implementation of the CARB Scoping Plan.

### **Significance Before Mitigation: Less Than Significant Impact.**

### SCAG's 2012 Regional Transportation Plan/Sustainable Communities Strategy

SCAG's 2012 RTP/SCS was adopted April 4, 2012. It identifies multimodal transportation investments, including bus rapid transit, light rail transit, heavy rail transit, commuter rail, high-speed rail, active transportation strategies (e.g. bike ways and sidewalks), transportation demand management strategies, transportation systems management, highway improvements (interchange improvements, high-occupancy vehicle lanes, high-occupancy toll lanes), arterial improvements, goods movement strategies, aviation and airport ground access improvements, and operations and maintenance to the existing multimodal transportation system. SCAG's RTP/SCS identifies that land use strategies that focus new housing and job growth in areas served by high quality transit areas and other opportunity areas would be consistent with a land use development pattern that supports and complements the proposed transportation network, which emphasizes system preservation, active transportation, and transportation demand management measures (SCAG 2012). The 2012 RTP/SCS incorporates local land use projections and circulation networks from the cities' and counties' general plans. The projected regional development pattern, including location of land uses and residential densities in local general plans, when integrated with the proposed regional transportation

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<sup>23</sup> The BAU forecast includes GHG reductions from Pavley and the 33% Renewable Portfolio Standard (RPS).

<sup>24</sup> If the GHG emissions reductions from Pavley I and the Renewable Portfolio Standard (RPS) are accounted for as part of the BAU scenario (30 million MTCO<sub>2e</sub> total), then the State would need to reduce emissions by 108 million MTCO<sub>2e</sub>, which is a 20-percent reduction from BAU.

## 4. CEQA Thresholds

network identified in the 2012 RTP/SCS, would reduce per capita vehicular travel-related GHG emissions and achieve the GHG reduction per capita targets for the SCAG region.

The proposed project would provide an infill mixed-use commercial and retail development that would be situated near existing local bus lines and stops. Additionally, development of the proposed restaurant use would provide a closer food option for the existing 12-story office building employees and for the employees at the future proposed medical office building. The fitness center would also provide a closer health club option for the aforementioned employees in addition to other employees and residences in the vicinity. Thus, the proposed restaurant and fitness center could potentially contribute to reducing vehicle trips and/or the vehicle trip distance traveled by patrons. Therefore, the proposed project would support the goals of the 2012 RTP/SCS to reduce per capita passenger vehicle GHG emissions. The proposed project would not conflict with the RTP/SCS.

**Significance Before Mitigation: Less Than Significant Impact.**

### 5.3 MITIGATION MEASURES

No significant air quality and GHG impacts were identified; and therefore mitigation is not warranted.

### 5.4 LEVEL OF SIGNIFICANCE AFTER MITIGATION

No significant air quality or GHG impacts were identified.

December 14, 2015 | **Technical Study**

# Del Amo Financial Plaza Noise Technical Study

The Muller Company

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## 5. Environmental Impacts

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### 5.1 METHODOLOGY

Noise impacts on the surrounding community are enforced through local noise ordinances, supported by nuisance complaints and subsequent investigation. The second measure of impact used in this analysis is whether the increase in noise above the ambient noise level as a result of a new noise source (either through on-site emissions or through noise generated by project traffic) has the potential to adversely affect noise-sensitive land uses.

#### Traffic Noise Thresholds

Neither CEQA nor the city defines the magnitude of the increase in the ambient noise level at noise-sensitive receptors that would be considered a substantial increase. The City of Torrance Noise Element simply states that:

The City's goals and policies regarding noise aim to minimize adverse noise impacts and to preserve the high quality of life for City residents. Torrance will maintain a peaceful environment by identifying noise impacts and mitigating noise problems through acoustical treatments and appropriate land use policies.<sup>9</sup>

In general, people tend to compare intruding noise with the existing background noise. If the new noise is readily identifiable or considerably louder than the background, it has the potential to be objectionable or annoying.<sup>10</sup> In lieu of specific thresholds from the Noise Element, the traffic noise impact thresholds used herein are based on human tolerance to noise (see Table 5) and are widely used for assessing traffic noise impacts. That is, human sound perception is generally such that a change in sound level of 3 dB is just noticeable, a change of 5 dB is clearly noticeable, and a change of 10 dB is perceived as doubling or halving of sound level. Only audible changes of 3 dBA or greater at sensitive receptors are considered potentially significant when noise levels exceed the compatibility criteria. Based on the City of Torrance guidelines for what would be considered *normally compatible* for office, commercial, and medical uses, project-related traffic noise impacts would be substantial when the ambient noise environment along the roadway segments in the project's study area under with-project conditions increases by 3 dB AND exceeds 70 dBA CNEL.

#### Stationary Noise Thresholds

The stationary noise thresholds are based on a combination of the human awareness to noise (see Table 5) and local criteria for stationary noise sources as established by the City of Torrance for noise control.

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<sup>9</sup> City of Torrance General Plan Noise Element, adopted April 6, 2010, page N-16.

<sup>10</sup> California Department of Transportation (Caltrans). 2009, November. *Technical Noise Supplement ("TeNS")*. Prepared by ICF International.



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Pursuant to Municipal Code Section 46.7.2, the City restricts stationary noise levels generated by air conditioning, refrigeration, heating, pumping, and filtering equipment as follows:

For receivers on residential land within Region 4 (which pertains to this project site and vicinity), the noise limits are 55 dBA during the daytime (7 AM to 10 PM) and 50 dBA during the nighttime (10 PM to 7 AM). For receivers on industrial or commercial land, the noise limits are 60 dBA during the daytime (7 AM to 10 PM) and 55 dBA during the nighttime (10PM to 7 AM). In all cases, the limits are the lowest of these values OR 5 dB above the ambient noise level. Additionally, the corrections summarized in Table 3 above would be applied, if appropriate (such as for steady, audible tones, or repetitive impulses noise sources).

A significant impact would occur if the project would cause an exceedance of the City municipal code thresholds.

### 5.2 ENVIRONMENTAL ASSESSMENTS

This section discusses the project-specific and cumulative impacts related to noise and vibration.

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<b>NOISE-1</b>	<b>Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.</b>
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**Less Than Significant Impact.** Implementation of the proposed project would have a significant impact if it would expose new and existing receptors to incompatible levels of noise from both the operations and increased traffic resulting from future development of the project. The following describes changes to the noise environment associated with the Project and noise sources affecting the future office workers.

#### Stationary-Source Noise Impacts

Operation of the project would include use of heating, ventilation, and air conditioning (HVAC) systems and other sources of mechanical noise. Mechanical systems would be installed to comply with the noise limits in the municipal code. Additionally, any mechanical system would generate the same type of noise already present in the general area. Therefore, use of such equipment would not substantially elevate average daytime or nighttime noise levels in the vicinity of the project site, and noise impacts would be less than significant. No mitigation measures are necessary.

#### *Land Use Compatibility*

As discussed above in *Existing Conditions*, the majority of the project site would fall in the range of 67 to 77 dBA CNEL with respect to traffic-generated noise from Hawthorne Boulevard. Based on the Land Use Compatibility Guidelines, the maximum acceptable exterior noise levels for General Commercial and Business Park uses would be 70 dBA CNEL and 75 dBA CNEL, respectively. It is important to note, though, these Compatibility Guidelines are primarily aimed at proposed *new* uses. Since the project site is part of an existing office plaza and since the project will not change that basic function, there will be no changes in land use or in exterior noise compatibility due to project implementation.

## 5. Environmental Impacts

However, given the specific renovation of general office space to medical suites in the 5-story structure, as well as the addition of the fitness center and restaurant venues (at or near the corner of Del Amo Circle West and Hawthorne Boulevard), consideration should be given to future interior sound environments, which should be 50 dBA CNEL for the medical suites and which should aim to be the same (50 dBA CNEL) for the restaurant and fitness center (per the discussion in Section 2.1.3 above, which assumed the 50 dBA CNEL value in lieu of no specific requirements in the Noise Element for such types of spaces). Fortunately, standard commercial building materials and construction techniques would typically be expected to achieve at least 25 dB of exterior-to-interior sound reduction.<sup>11</sup> Thus, the proposed fitness center and the medical suite renovation should easily achieve 50 dBA CNEL interior environments; given that they both have exterior environments near 70 dBA CNEL (and 70 dBA CNEL minus 25 dB would result in 45 dBA CNEL inside). Given that the proposed restaurant (a) does not have firm interior guidelines, (b) would have short-term usage by patrons, and (c) would be more of a consideration regarding a ‘pleasant atmosphere’ (as opposed to a workplace setting), it is recommended—rather than required—that a detailed acoustical study be conducted during the detailed design phase so as to thoroughly study the sound insulation aspects of the project’s restaurant, fitness center, and medical offices venues to ensure achieving desirable interior sound conditions.

All things considered from a CEQA standpoint, the project would have noise/land use compatibility impacts that would be less than significant, and no mitigation would be required. A detailed acoustical sound insulation study is recommended, though.

### Mobile-Source Noise Impacts

The Project would generate noise associated with additional vehicles traveling to and from the Project site on local roadways. The roadway noise modeling was based on average daily trips (ADT) on roadway segments in the vicinity; as analyzed in the Traffic Impact Analysis Report prepared by LLG in November 2015. Traffic noise was evaluated for Existing, Existing-Plus-Project, Future, and Future-Plus-Project conditions. Noise modeling procedures involved the calculation of vehicular noise levels along individual roadway segments. This was accomplished using a version of the Federal Highway Administration Highway Noise Prediction Model.<sup>12</sup> This model calculates the average noise level at specific locations based on traffic volumes, average speeds, roadway geometry, and site conditions. The Project’s impact is determined by analysis of off-site traffic noise increases. Traffic noise parameters and modeling results are included in Appendix B.

The Project will be subject to traffic noise from Hawthorne Boulevard, Carson Street, and Del Amo Circle. Due to distance and existing buildings that lie to the south, the Project site is shielded from noise from Carson Street. The traffic on Hawthorne Boulevard will be the dominant roadway noise sources at the Project site. Table 8, *Project Contributions to Traffic Noise Levels*, compares the noise levels of each roadway segment for existing and future conditions.

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<sup>11</sup> California Department of Transportation (Caltrans). 2009, November. *Technical Noise Supplement (“TeNS”)*. Prepared by ICF International. and

Society of Automotive Engineers, Inc. (SAE). 1971, October. *House Noise—Reduction Measurements for Use in Studies of Aircraft Flyover Noise*. AIR 1081.

<sup>12</sup> Federal Highway Administration (FHWA). 1978, December. *Federal Highway Traffic Noise Prediction Model*, U.S. Dept. of Transportation. Report No. FHWA-RD77-108.

## 5. Environmental Impacts

**Table 8 Project Contributions to Traffic Noise Levels**

Roadway	Segment	Existing	2017 + Project	Overall Increase	Project Contribution	Significant Impact?
Torrance Blvd	west of Anza Ave	71.2	71.8	0.6	0.1	no
Torrance Blvd	Anza Ave to Hawthorne Blvd	72.5	73.0	0.5	0.0	no
Torrance Blvd	Hawthorne Blvd to Madrona Ave	75.5	75.9	0.4	0.1	no
Torrance Blvd	east of Madrona Ave	73.6	74.1	0.4	0.1	no
Del Amo Circle W	Village Court to Hawthorne Blvd	60.3	62.4	2.1	2.0	no
Del Amo Circle N	Hawthorne Blvd to Fashion Way	59.6	59.6	0.1	0.0	no
Carson Street	west of Anza Ave	63.6	63.9	0.2	0.1	no
Carson Street	Anza Ave to Del Amo Circle W	67.6	67.9	0.4	0.2	no
Carson Street	Del Amo Circle W to Hawthorne Blvd	67.8	68.2	0.4	0.3	no
Carson Street	Hawthorne Blvd to Madrona Ave	73.3	73.8	0.5	0.0	no
Carson Street	east of Madrona Ave	73.4	73.6	0.2	0.0	no
Sepulveda Blvd	west of Anza Ave	71.0	71.2	0.2	0.0	no
Sepulveda Blvd	Anza Ave to Hawthorne Blvd	75.2	75.3	0.2	0.0	no
Sepulveda Blvd	Hawthorne Blvd to Madrona Ave	76.1	76.4	0.2	0.1	no
Anza Ave	north of Torrance Blvd	69.9	70.3	0.5	0.0	no
Anza Ave	Torrance Blvd to Carson Street	70.1	70.3	0.2	0.0	no
Anza Ave	Carson Street to Sepulveda Blvd	70.0	70.2	0.2	0.0	no
Anza Ave	south of Sepulveda Blvd	70.0	70.2	0.2	0.0	no
Village Court	Village Lane to Del Amo Circle N	58.3	58.4	0.1	0.0	no
Del Amo Circle W	Del Amo Circle N to Carson Street	60.0	60.5	0.5	0.4	no
Hawthorne Blvd	north of Torrance Blvd	81.9	82.2	0.3	0.1	no
Hawthorne Blvd	Torrance Blvd to Del Amo Circle N	82.2	82.7	0.5	0.1	no
Hawthorne Blvd	Del Amo Circle N to Carson Street	82.1	82.6	0.5	0.1	no
Hawthorne Blvd	Carson Street to Sepulveda Blvd	82.1	82.6	0.5	0.1	no
Hawthorne Blvd	south of Sepulveda Blvd	82.4	82.7	0.4	0.0	no
Madrona Ave	north of Torrance Blvd	75.9	76.1	0.2	0.0	no
Madrona Ave	Torrance Blvd to Carson Street	74.2	74.4	0.3	0.0	no
Madrona Ave	Carson Street to Sepulveda Blvd	72.9	73.2	0.3	0.0	no

Source: Federal Highway Administration Highway Noise Prediction Model (FHWA-RD77-108).

As shown in Table 8, traffic noise increases due to project contributions range from 0.0 to 2.0 dB. An increase of less than 3 dBA CNEL is generally not noticeable and is not considered to be significant. Consequently, noise impacts generated by Project-related traffic would be less than significant and no mitigation measures are required.

## 5. Environmental Impacts

NOISE-2	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.
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### Less Than Significant Impact.

#### Operational Vibration

The operation of the proposed project would not include any long-term vibration sources. Thus, no significant vibration effects or impacts from operations sources would occur and no mitigation measures are required.

#### Construction Vibration

Project construction, however, can generate varying degrees of ground vibration, depending on the construction procedures, the equipment used, and the proximity to vibration-sensitive uses. Construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings near a construction site varies depending on the type and depth of the source, soil type, ground strata, and receptor building construction. The generation of vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight damage at the highest levels. Vibration is typically noticed nearby when objects in a building generate noise from rattling windows or jangling picture frames. It is typically not perceptible outdoors and, therefore, impacts are normally based on the distance to the nearest building (FTA 2006). Table 9, *Construction Equipment Vibration Levels*, lists vibration levels for different types of construction equipment.

**Table 9 Construction Equipment Vibration Levels**

Equipment	Approximate RMS1 Velocity Level at 25 Feet (VdB)	Approximate PPV Velocity at 25 Feet (in/sec)
Vibratory Roller	94	0.210
Large Bulldozer	87	0.089
Caisson Drilling	87	0.089
Loaded Trucks	86	0.076
Jackhammer	79	0.035
Small Bulldozer	58	0.003

Source: FTA 2006.

1 RMS velocity calculated from vibration level (VdB) using the reference of 1 microinch/second and a crest factor of 4.

#### Vibration-Induced Architectural Damage

Project-related construction vibration was evaluated for its potential to cause minor architectural damage<sup>13</sup> based on FTA's architectural damage criteria. According to guidelines from the FTA for assessing damage from vibration caused by construction equipment, the worst-case building threshold at which there is a risk

<sup>13</sup> The term architectural damage is typically used to describe effects such as cracked plaster, cracks in drywall seams, sticking doors or windows, loosened baseboard/crown moldings, and the like.

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of architectural damage is 0.20 peak particle velocity (PPV) in inches per second. According to Caltrans's research and measurements, earthmovers and haul trucks have never exceeded PPV of 0.10 inches per second (in/sec) at 10 feet (Caltrans 2002).

Groundborne vibration generated by construction projects is usually highest during pile driving and rock blasting. No pile driving and rock blasting activities are anticipated to be required during project construction. Because vibration dissipates quickly with distance, and because construction would mostly require the use of small earthmoving equipment that do not generate considerable amounts of vibration, in most cases the maximum construction-related vibration level would be well below the 0.20 PPV in/sec criteria for vibration-induced architectural damage at the nearby structures. Table 10, *Construction Vibration Levels (PPV in/sec) at the Nearest Offsite Buildings*, shows the vibration levels from typical earthmoving construction equipment at the nearest offsite buildings.

**Table 10 Construction Vibration Levels (PPV in/sec) at the Nearest Offsite Buildings**

Equipment	Barnes and Noble (165 feet) <sup>1</sup>	Double Tree (250 feet) <sup>1</sup>	Village Court Senior Apartments (330 feet) <sup>1</sup>	Extended Stay America (450 feet) <sup>1</sup>
Vibratory Roller	0.012	0.007	0.004	0.003
Large Bulldozer	0.005	0.003	0.002	0.001
Caisson Drilling	0.005	0.003	0.002	0.001
Loaded Trucks	0.004	0.002	0.002	0.001
Jackhammer	0.002	0.001	0.001	0.000
Small Bulldozer	0.000	0.000	0.000	0.000
Limit	0.200			

Source: PlaceWorks, 2015.

<sup>1</sup> Distance between the receptor and the nearest boundary of the construction site.

As shown in Table 10, construction activities associated with the project would not exceed the FTA's criteria for vibration-induced structural damage of 0.200 PPV in/sec at any off-site buildings.

However, the nearest onsite building (California Bank and Trust) is located immediately adjacent to the construction site. For onsite receptors, a vibration-induced architectural damage analysis is not mandated by CEQA because the project would not affect the outside (off-site) environment. Nonetheless, construction vibration may detrimentally affect the existing office structure. Due to the concentrated activities, the distance required for vibration levels to fall below the 0.2 PPV architectural damage criterion is approximately 15 feet. Since equipment will be operating within 15 feet of existing buildings, it is possible that large equipment could cause the nearest buildings to experience vibration levels above the threshold. Thus, for structures less than 15 feet from large construction equipment, minor architectural/cosmetic damage may be encountered—depending on the intensity of processes and on the soil characteristics—and this would be a potentially significant impact.

The restrictions set forth in Mitigation Measure NOISE-1 will serve to reduce construction vibration impacts with respect to architectural damage to less than significant after mitigation. While the nearest offsite structures would not be exposed to groundborne vibration levels above the threshold for architectural

## 5. Environmental Impacts

damage, the nearest onsite buildings may experience levels that are above architectural/cosmetic damage thresholds. With implementation of the mitigation measure below, the project would reduce potential vibration-induced architectural damage impacts to less than significant levels.

### Mitigation Measures

#### *NOISE-1:*

For construction, grading, and demolition activities that would use vibration-producing equipment including (but not limited to) vibratory rollers, medium/large bulldozers, loaded trucks, hoe rams, and/or jackhammers and that would occur within 25 feet of existing onsite buildings, the following mitigation measures shall be implemented in close coordination with City staff so that alternative construction techniques or scheduling approaches are undertaken. The following controls to reduce potential vibration impacts shall be implemented during construction, as practical:

- Prior to construction, City staff shall meet with the construction contractor to discuss alternative methods of construction for activities within proximity to existing, onsite buildings (i.e., within 25 feet) to reduce vibration impacts. During the pre-construction meeting, the construction contractor shall identify construction methods not involving vibration-intensive equipment or activities. For example: drilled foundation caisson holes that would produce less vibration than impact or sonic pile driving methods.
- The constructor contractor shall implement reduced-vibration alternative methods identified in the pre-construction meeting during excavation, grading, and construction for work conducted within 25 feet of onsite buildings.
- Prior to the start of construction activities, the construction contractor shall document the pre-construction baseline conditions by inspecting and reporting on the then-current foundation and structural condition of the onsite buildings in the immediate vicinity of the construction site (i.e., within 25 feet).
- During construction, if any vibration levels cause cosmetic or structural damage (including, but not limited to cracks in walls or ceilings [particularly around doors and windows], sticking/rubbing doors or openable windows, fallen or displaced ceiling tiles, and/or items displaced from shelving) to the onsite buildings within 25 feet of the project site, City staff shall immediately issue “stop-work” orders to the construction contractor to prevent further damage. Work shall not restart until the building is stabilized and/or preventive measures are implemented to relieve further damage to the building(s).

#### *Vibration Annoyance*

While not presenting potential impacts relative to architectural damage, some construction activities may be perceptible at the nearest off-site receptors due to proximity of the activities. However, vibration-related construction activities would occur in the daytime when people are least sensitive to vibration levels (as many people would be away from their residences during the day).

## 5. Environmental Impacts

The FTA limit for vibration annoyance is 78 VdB at residential uses and 84 VdB at office uses. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time, and construction activities are typically distributed throughout the Project site. Potential for vibration levels to reach the annoyance threshold would only occur for a very limited duration when equipment would be working in close proximity. Table 11, *Construction Vibration Levels (VdB) at the Nearest Buildings*, shows the vibration levels from typical earthmoving construction equipment at the nearest buildings.

**Table 11 Construction Vibration Levels (VdB) at the Nearest Buildings**

Equipment	California Bank and Trust (100 feet) <sup>1</sup>	Double Tree (390 feet) <sup>1</sup>	Village Court Senior Apartments (525 feet) <sup>1</sup>	Extended Stay America (640 feet) <sup>1</sup>
Vibratory Roller	82	70	68	66
Large Bulldozer	75	63	61	59
Caisson Drilling	75	63	61	59
Loaded Trucks	74	62	60	58
Jackhammer	67	55	53	51
Small Bulldozer	46	34	32	30
Limit	84	78		

Source: PlaceWorks, 2015.

<sup>1</sup> Distance between receptor and the center of the construction site.

As shown in Table 11, vibration levels would be well below the threshold for annoyance at sensitive receptors, and would not be perceptible. Therefore, the impact would be less than significant, and no mitigation measures are required.

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**NOISE-3**      **A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.**

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**Less Than Significant Impact.** As described in Impact Assessment Noise-1 above, increases in noise levels related to stationary noise sources for the proposed project would not substantially elevate the existing ambient noise environment. Similarly, noise from project-related traffic along local roadways would not significantly increase noise levels in the project area and would likewise not result in a significant impact. Therefore, no mitigation measures are required.

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**NOISE-4**      **A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.**

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**Less Than Significant Impact With Mitigation Incorporated.**

### Construction

Sensitivity to noise is based on the location of the equipment relative to sensitive receptors, the time of day, and the duration of the noise-generating activities. Two types of short-term noise impacts could occur during construction: (1) mobile-source noise from the transport of workers, material deliveries, and debris/soil



## 5. Environmental Impacts

hauling and (2) on-site noise from use of construction equipment. Construction activities are anticipated to last approximately 16 months. The following discusses construction noise impacts to the off-site sensitive receptors.

### *Construction Vehicles*

The transport of workers and equipment to the construction site would incrementally increase noise levels along site access roadways. The primary access routes for construction vehicles to the Project site would be Hawthorne Boulevard. Project-related construction worker vehicles, haul trucks, and vendor trucks would not pass by sensitive receptors on the way to the Project site. Construction-related trips would result in negligible noise level increases when compared to the traffic flow noise currently generated on the roadways (primarily the 50,000 ADT on Hawthorne Boulevard). In addition, these truck trips would be spread throughout the workday and would primarily occur during non-peak traffic periods. Therefore, noise impacts from construction-related truck traffic would be less than significant at noise-sensitive receptors along the construction routes. No mitigation measures are required.

### *Construction Equipment*

Noise generated during construction is based on the type of equipment used, the location of the equipment relative to sensitive receptors, and the timing and duration of the noise-generating activities. Each stage of construction involves the use of different kinds of construction equipment and, therefore, has its own distinct noise characteristics. Noise levels from construction activities are dominated by the loudest piece of construction equipment. The dominant noise source is typically the engine, although work-piece noise (such as dropping of materials) can also be noticeable. Table 12, *Average Construction Noise Levels (dBA L<sub>eq</sub>) at Nearest Sensitive Receptors*, compares the existing noise levels and construction noise levels at the Project site boundary.

**Table 12 Average Construction Noise Levels (dBA L<sub>eq</sub>) at Nearest Sensitive Receptors**

Construction Phase	California Bank and Trust (100 feet) <sup>1</sup>	Double Tree Hotel (390 feet) <sup>1</sup>	Village Court Senior Apartments (525 feet) <sup>1</sup>	Extended Stay America (640 feet) <sup>1</sup>	Homes on Ocean Ave (870 feet) <sup>1</sup>	Jefferson Middle School (1,200 feet) <sup>1</sup>
Building Interior Demo	78	66	64	62	59	56
Asphalt Demo	79	67	64	63	60	57
Site Prep	78	66	63	62	59	56
Rough Grading	78	66	63	61	59	56
Utility Trenching	71	59	56	55	52	49
Building Construction	75	63	61	59	56	53
Arch Coating	68	56	53	52	49	46
Site Paving	76	64	61	59	57	54

Source: PlaceWorks, 2015.

<sup>1</sup> Distance between receptor and the center of the construction site.

As shown in Table 12, noise levels generated by construction equipment during the demolition, site prep, and grading phases would be in the range of 56 to 79 dBA L<sub>eq</sub> at the nearest sensitive uses. However, the uses also experience traffic noise due to Hawthorne Boulevard and Carson Street. Still, project construction may result

## 5. Environmental Impacts

in noise levels above ambient levels. Other uses in the vicinity of the Project site are commercial and are not noise-sensitive.

According to the City of Torrance Municipal Code, noise sources associated with construction are exempted from the City's Noise Ordinance, provided said activities take place from 7:30 AM to 6:00 PM Monday through Friday, or from 9:00 AM to 5:00 PM on Saturdays. Under the ordinance, construction is prohibited on Sundays and holidays. With the presumption that work hours would comply with the City of Torrance's construction noise hours, construction activities would occur during the least noise sensitive portions of the day. Therefore, Project-related construction noise impacts would be less than significant and no mitigation measures are necessary.

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<b>NOISE-5</b>	<b>For a project located within an airport land use plan or where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels.</b>
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**No Impact.** The Project is approximately 2.3 miles southeast of Torrance Airport. However, the Project site is well outside the 60 CNEL contour for the airport. The noise contours for Torrance Airport are included in the City's Noise Element (included in Appendix A). Other nearby public airports include Hawthorne Municipal Airport (6.3 miles north), Compton / Woodley Airport (7.4 miles northeast), and Los Angeles International Airport (7.7 miles northwest). At these distances for airports, the proposed project would not expose residents to excessive noise levels from aircraft noise. No public airport-related noise impacts would occur and no mitigation measures are necessary.

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<b>NOISE-6</b>	<b>For a project within the vicinity of a private airstrip, expose people residing or working in the project area to excessive noise levels.</b>
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**No Impact.** The Project is not located within 2 miles of a private airstrip or heliport. The nearest heliport is Toyota Helistop, approximately 2.8 miles to the northeast. Therefore, the proposed project would not expose residents to excessive noise levels from aircraft noise. No private airstrip-related noise impacts would occur and no mitigation measures are required.

### 5.2.2 Mitigation Measures

The following Mitigation Measure was found to be needed to reduce construction vibration impacts for potential architectural damage to less than significant levels.

**NOISE-1:**

For construction, grading, and demolition activities that would use vibration-producing equipment including (but not limited to) vibratory rollers, medium/large bulldozers, loaded trucks, hoe rams, and/or jackhammers and that would occur within 25 feet of existing onsite buildings, the following mitigation measures shall be implemented in close coordination with City staff so that alternative construction techniques or scheduling approaches are undertaken. The following controls to reduce potential vibration impacts shall be implemented during construction, as practical:

## 5. Environmental Impacts

- Prior to construction, City staff shall meet with the construction contractor to discuss alternative methods of construction for activities within proximity to existing, onsite buildings (i.e., within 25 feet) to reduce vibration impacts. During the pre-construction meeting, the construction contractor shall identify construction methods not involving vibration-intensive equipment or activities. For example: drilled foundation caisson holes that would produce less vibration than impact or sonic pile driving methods.
- The constructor contractor shall implement reduced-vibration alternative methods identified in the pre-construction meeting during excavation, grading, and construction for work conducted within 25 feet of onsite buildings.
- Prior to the start of construction activities, the construction contractor shall document the pre-construction baseline conditions by inspecting and reporting on the then-current foundation and structural condition of the onsite buildings in the immediate vicinity of the construction site (i.e., within 25 feet).
- During construction, if any vibration levels cause cosmetic or structural damage (including, but not limited to cracks in walls or ceilings [particularly around doors and windows], sticking/rubbing doors or openable windows, fallen or displaced ceiling tiles, and/or items displaced from shelving) to the onsite buildings within 25 feet of the project site, City staff shall immediately issue “stop-work” orders to the construction contractor to prevent further damage. Work shall not restart until the building is stabilized and/or preventive measures are implemented to relieve further damage to the building(s).

### 5.2.3 Level of Significance After Mitigation

With implementation of the Mitigation Measure NOISE-1, the project would reduce potential vibration-induced architectural damage impacts to less than significant levels.



REVISED TRAFFIC IMPACT ANALYSIS REPORT  
DEL AMO FINANCIAL CENTER EXPANSION

Torrance, California

May 24, 2016

(original dated August 21, 2015)

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LLG Ref. 2-15-3564-1



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## EXECUTIVE SUMMARY

### **Project Description**

- Del Amo Financial Center is an existing office campus located west of Hawthorne Boulevard, between Del Amo Circle and Carson Street at 21515 – 21615 Hawthorne Boulevard, in the City of Torrance, California. The existing office campus is currently developed with a total floor area of 365,581 SF of GFA within six (6) buildings and a parking supply of 1,163 spaces. The six (6) buildings are comprised of a 12-story office building with 227,916 SF of GFA, a 5-story, 81,899 SF office building, and four one and two-story office pavilions with a total floor area of 55,766 SF of GFA.
- The proposed Project includes the construction of up to 12,000 SF of restaurant spaces, inclusive of outdoor dining area/patio and a 45,000 SF fitness center, as well as the conversion of an existing 81,899 SF office building to a medical office building. Upon completion of the Project, Del Amo Financial Center will have a total floor area of 422,581 SF of GFA and a parking supply of 1,304 spaces. The Project is anticipated to be completed and fully operational by the Year 2018.
- Vehicular access to the Project site will be provided via two (2) “left-in only and right-in/right-out only” driveways located along Del Amo Circle and one full-access driveway located along Carson Street. As a project design feature, the existing median on Del Amo Circle, between Hawthorne Boulevard and Village Court will be modified and designed such that the median opening at the two project driveways would restrict outbound left-turns consistent the requirements of the City.
- After accounting for the existing trip credit, as well as internal capture and pass-by trips adjustments, the proposed Project is forecast to generate 4,238 net daily trips, with 126 net trips (70 inbound, 56 outbound) produced in the AM peak hour, 442 net trips (245 inbound, 197 outbound) produced in the Midday peak hour, and 365 net trips (182 inbound, 183 outbound) produced in the PM peak hour on a typical weekday.
- The eleven (11) key study intersections that have been selected for evaluation in this report provide both regional and local access to the study area. The key intersections analyzed in this report are as follows:
  1. Anza Avenue at Torrance Boulevard
  2. Anza Avenue at Carson Street
  3. Anza Avenue at Sepulveda Boulevard
  4. Village Court at Del Amo Circle
  5. Del Amo Circle at Carson Street
  6. Hawthorne Boulevard at Torrance Boulevard

7. Hawthorne Boulevard at Del Amo Circle
8. Hawthorne Boulevard at Carson Street
9. Hawthorne Boulevard at Sepulveda Boulevard
10. Madrona Avenue at Torrance Boulevard
11. Madrona Avenue at Carson Street

### **Cumulative Projects Description**

The twelve (12) cumulative projects are expected to generate a combined total of 18,180 daily trips (one half arriving, one half departing) on a “typical” weekday, with 909 trips (604 inbound and 305 outbound) forecast during the AM peak hour, 1,639 trips (721 inbound and 918 outbound) forecast during the Midday peak hour, and 1,481 trips (602 inbound and 879 outbound) forecast during the PM peak hour.

#### **➤ Traffic Impact Analysis (ICU Methodology)**

##### **Existing Traffic Conditions (ICU Methodology)**

- For Existing traffic conditions, one (1) signalized study intersection currently operates at an unacceptable level of service during the PM peak hour when compared to the LOS standards defined in this report. The remaining signalized intersections currently operate at acceptable levels of service during the AM, Midday, and PM peak hours. The intersection operating at an adverse LOS is:

<b><u>Key Intersection</u></b>	<b><u>AM Peak Hour</u></b>		<b><u>Midday Peak Hour</u></b>		<b><u>PM Peak Hour</u></b>	
	<b><u>ICU</u></b>	<b><u>LOS</u></b>	<b><u>ICU</u></b>	<b><u>LOS</u></b>	<b><u>ICU</u></b>	<b><u>LOS</u></b>
9. Hawthorne Boulevard at Sepulveda Boulevard	--	--	--	--	0.960	E

##### **Existing With Project Traffic Conditions (ICU Methodology)**

- For Existing With Project traffic conditions, one (1) signalized study intersection is forecast to continue to operate at an unacceptable level of service during PM peak hour, while the remaining study intersections are forecast to operate at acceptable levels of service during the AM, Midday, and PM peak hours. The intersection operating at an adverse LOS are:

<b><u>Key Intersection</u></b>	<b><u>AM Peak Hour</u></b>		<b><u>Midday Peak Hour</u></b>		<b><u>PM Peak Hour</u></b>	
	<b><u>ICU</u></b>	<b><u>LOS</u></b>	<b><u>ICU</u></b>	<b><u>LOS</u></b>	<b><u>ICU</u></b>	<b><u>LOS</u></b>
9. Hawthorne Boulevard at Sepulveda Boulevard	--	--	--	--	0.967	E

None of the key signalized study intersections will have a significant impact under the Existing With Project traffic condition when compared to the LOS criteria defined in this report. Since there are no significant impacts, no improvements are recommended.

### Year 2018 With Project Traffic Conditions (ICU Methodology)

- For Year 2018 With Project traffic conditions, four (4) signalized study intersections are forecast to operate at unacceptable levels of service during the AM, Midday, and/or PM peak hours when compared to the LOS standards defined in this report. The remaining study intersections are forecast to operate at acceptable levels of service during the AM, Midday, and PM peak hours. The intersections operating at an adverse LOS are:



<u>Key Intersection</u>	<u>AM Peak Hour</u>		<u>Midday Peak Hour</u>		<u>PM Peak Hour</u>	
	<u>ICU</u>	<u>LOS</u>	<u>ICU</u>	<u>LOS</u>	<u>ICU</u>	<u>LOS</u>
1. Anza Avenue at Torrance Boulevard	--	--	--	--	0.910	E
6. Hawthorne Boulevard at Torrance Boulevard	--	--	--	--	0.969	E
8. Hawthorne Boulevard at Carson Street	--	--	--	--	0.984	E
9. Hawthorne Boulevard at Sepulveda Boulevard	0.906	E	0.928	E	1.021	F

Of the four locations identified above, one (1) intersection, Hawthorne Boulevard at Carson Street, is expected be cumulatively impacted by project traffic under the Year 2018 With Project traffic condition when compared to the LOS criteria defined in this report. However, the implementation of the improvements at this key intersection as identified in the *Citywide Traffic Analysis – City of Torrance, prepared by RBF Consulting, dated June 3, 2008* will offset the cumulative impacts and return the operating condition of the intersections to acceptable levels of service. The remaining key study intersections are projected to operate at acceptable service levels during the AM, Midday, and PM peak commute hours.

### Traffic Impact Analysis (HCM Methodology)

#### Existing Traffic Conditions (HCM Methodology)

- For Existing traffic conditions, none of the eleven (11) study intersections currently operates at an unacceptable level of service during the AM, Midday, and/or PM peak hour when compared to the LOS standards defined in this report. All of the study intersections currently operate at acceptable levels of service during the AM, Midday, and PM peak hours.

#### Existing With Project Traffic Conditions (HCM Methodology)

- For Existing With Project traffic conditions, all eleven (11) key study intersections are forecast to continue to operate at an acceptable level of service during the AM, Midday, and/or PM peak hours when compared to the LOS standards defined in this report. Since there are no significant impacts, no improvements are recommended.

### Year 2018 With Project Traffic Conditions (HCM Methodology)

- For Year 2018 With Project traffic conditions, all of the key study intersections are forecast to continue to operate at acceptable levels of service during the AM, Midday, and/or PM



peak hours when compared to the LOS standards defined in this report. Since there are no significant impacts, no improvements are recommended.

## **Area-Wide Improvements**

### **Year 2018 With Project Traffic Conditions Recommended Improvements (ICU Methodology)**

- The results of the Year 2018 With Project traffic conditions level of service analyses indicates that the proposed Project will cumulatively impact one (1) of the key signalized study intersections based on the *Intersection Capacity Utilization (ICU)* Method of Analysis. The improvements listed below, which are consistent with those planned by the City<sup>1</sup>, offsets the cumulative Project traffic impacts at the following intersection:
  - ❑ **Hawthorne Boulevard at Carson Street:** Widen the west side of Hawthorne Boulevard to provide a third southbound left-turn lane; widen along the south side of Carson Street to provide a third eastbound through lane. Modify existing signing and striping as necessary, and modify existing traffic signal, to include a westbound right-turn overlap phase; prohibit southbound “U-turn” movements.

A review of the concept plan prepared as a part of the *Citywide Traffic Analysis – City of Torrance, prepared by RBF Consulting, dated June 3, 2008* indicates that widening and right-of-way dedication along the Del Amo Financial Center project frontage on Hawthorne Boulevard, between Del Amo Circle and Carson Street would be necessary to implement this improvement.

The Project’s fair-share contribution towards the implementation of the above-referenced planned improvements will be satisfied through participation of the City’s DIF program.

### **City of Torrance Development Impact Fee**

- Per the requirements of the City, the proposed Project can be expected to participate in the City’s DIF program. The DIF is applied to pay a portion of the costs identified for public facilities, including transportation-related improvements, as well as underground of utilities, sewer, and storm drain improvements, and Police and Fire facilities and is based on the size of all new developments. Hence, the Project’s payment of the City’s DIF would “offset” the Project’s cumulative traffic impact at the impacted intersections. The Project’s precise fee will be determined upon issuance of Project building permits by the City of Torrance Development Department.

Based on preliminary calculations, the proposed Project’s DIF would total \$98,086.60.

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<sup>1</sup> Source: *Citywide Traffic Analysis – City of Torrance, prepared by RBF Consulting, dated June 3, 2008*. Conceptual Intersection Improvement Plans prepared by RBF graphically illustrates the widening necessary to implement the planned intersection improvements for Hawthorne Blvd at Carson St and Hawthorne Blvd at Sepulveda Blvd.

### **Site Access and Internal Circulation Evaluation**

- All of the Project driveways are forecast to operate at acceptable levels of service in the Year 2018 during the AM, Midday, and PM peak hours.
- The internal circulation was evaluated in terms of vehicle-pedestrian conflicts. Based on our review of the proposed site plan, the overall layout does not create any unsafe vehicle-pedestrian conflict points. Project traffic is not anticipated to cause significant queuing/stacking on the Project driveways.
- The results of the queuing assessment indicates that the westbound left-turn lane at Project Driveway 1, which will maintain a storage length of 150 feet with a 60-foot transition, and the dedicated westbound left-turn lane at Project Driveway 2, which will be designed with 90-feet of storage and a 60-foot transition, is of sufficient length and can accommodate forecast vehicular queues in the these left-turn lanes.
- In conjunction with development of the proposed Project, the following improvement is recommended to enhance access to the project site at Driveway 1 and 2:
  - ❑ **Del Amo Circle North at Village Court:** Install an all-way stop control at this key intersection and provide a crosswalk across the east leg of Del Amo Circle. The installation of the all-way stop and associated signing and striping modifications is subject to the approval of the City of Torrance.
  - ❑ **Del Amo Circle, between Village Court and Hawthorne Boulevard:** Construct/modify median on Del Amo Circle to enforce “left-turn egress” restrictions at Project Driveways 1 and 2, and make appropriate modifications to the existing signing and striping layout per the requirements of the City of Torrance.

It is recommended that all plants and shrubs within the limited use area of the project driveways be of the type that will grow no higher than 30-inches above the curb, especially west of the Driveways 1. In addition, the maximum tree size and minimum tree spacing in the limited use area shall be 24-inch caliper tree trunks (maximum size at maturity) spaced at 40-feet on center.

### **Congestion Management Program Compliance Assessment**

- No significant impacts are expected to occur on the Los Angeles County Congestion Management Program roadway network (i.e. arterial monitoring intersection locations or freeway monitoring locations) due to the development and full occupancy of the proposed Project.

### **Shared Parking Analysis**

- Application of the shared parking methodology results in a peak parking demands at 2:00 PM of 1,290 spaces during a typical weekday. Based on the proposed parking supply of 1,304 spaces, the peak demand hour on a weekday will yield a surplus of 14 spaces. On a weekend the peak parking demand will occur at 11:00 AM with a peak demand of 576 spaces resulting in a surplus of 728 spaces.

### **Project Specific Improvements**

- The following improvements are recommended in conjunctions with the development of the proposed Project to ensure adequate access to the site continues to be provided from Del Amo Circle.
  - ❑ Modify existing median on Del Amo Circle along Project frontage. Maintain the westbound left-turn lanes on Del Amo Circle at Project Driveway 1 and Project Driveway 2. Design median nose at Project Driveway 1 and Project Driveway 2 to restrict outbound left-turn movements, and install all necessary pavement marking and regulatory signs to inform motorists that northbound left-turn movements from Project Driveway 1 and Project Driveway 2 to westbound Del Amo Circle is prohibited.
  - ❑ Maintain the existing westbound left-turn lane at Project Driveway 1 and provide 150-feet of storage and a 60-foot transition. Design dedicated westbound left-turn lane at Project Driveway 2 to provide 90 feet of storage and a 60-foot transition. To maintain clear access at Project Driveway 2, it is recommended that “Keep Clear” pavement legends and the appropriate regulatory signage be installed at this driveway for eastbound traffic on Del Amo Circle.
  - ❑ Del Amo Circle North at Village Court: Install an all-way stop control at this key intersection and provide a crosswalk across the east leg of Del Amo Circle. The installation of the all-way stop and associated signing and striping modifications is subject to the approval of the City of Torrance.



# **Sewer Impact Study**

## **DEL AMO FINANCIAL CENTER**

*Torrance, California  
Hawthorne Blvd & Carson St*

Prepared For

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Prepared By

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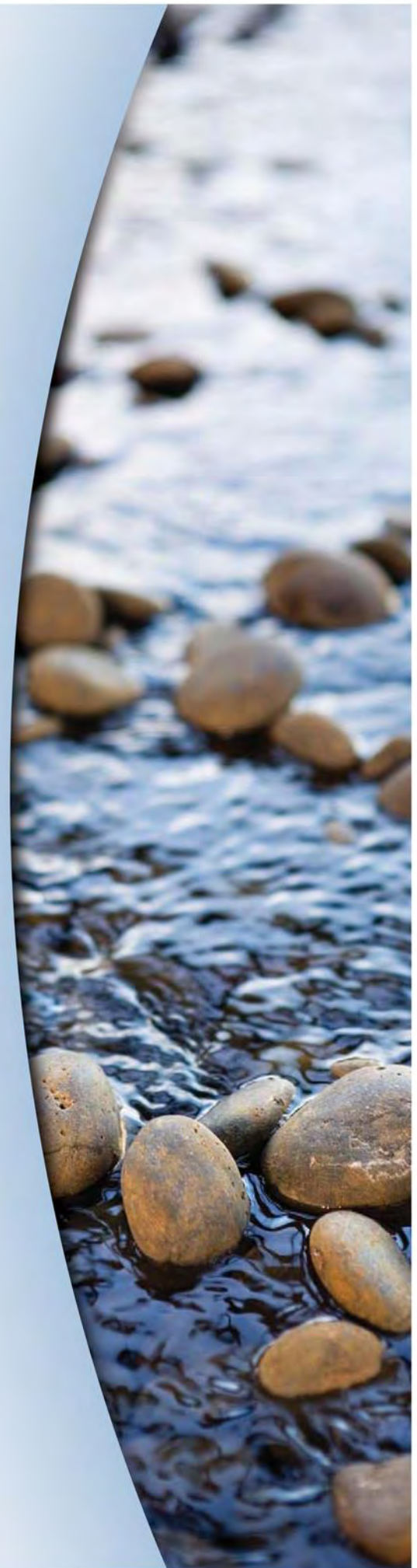
Fuscoe Job Number:

*1413.001.01*

Report Date:

*June 10, 2016*

Plan Check Number:



## Conclusion

The Hawthorne Boulevard sewer is currently operating at a peak of 48.9% full following recent mall improvements. It is designed to operate at a maximum of 50% capacity. The proposed improvements of this project include the addition of a fitness center and a new restaurant, while concurrently demolishing an existing restaurant. If these proposed improvements are allowed to directly discharge into the Hawthorne Boulevard sewer, the calculated peak flows will push the overall capacity to 54.8%, well over the maximum of 50% full.

This study provides alternative scenarios to mitigate the results of these proposed improvements. The scenarios analyze the effects of storing sewage on site in a tank and delaying the discharge until known off-peak hours. Site constraints of this project result in the 12-story office tower to be the optimal candidate for on-site sewer storage and delayed discharge. The alternative scenarios investigate storing either half of the total daily flow or all of the total daily flow of the 12-story building. Storing half of the total daily flow results in the Hawthorne sewer operating at a peak of 51.3% full, still exceeding the allowed limit. Storing the entire total daily flow, however, improves the condition. This would ultimately result in the Hawthorne sewer operating at a peak of 47.2% full, well within allowable limits.

The tank would be sized to store one entire day's flow and discharge only at off peak hours, which are predominantly in the evenings and middle of the night. Pump data including flow rates and pumping schedules could be digitally transmitted or provided as a report at predetermined intervals to City staff. The tank would be located directly adjacent to the building and would be underground. Please see the concept plan on page 12.

Mitigating the Hawthorne Boulevard sewer capacity is of benefit to the City and will allow for future development in this area without the need to immediately upsize the line. We respectfully are requesting review of these alternatives in order to proceed with on-site utility engineering design.

<b>Existing Condition (Following Mall Improvements)</b>	<i>48.9% Full</i>
<b>Scenario 1: No Delayed Discharge of 12-Story Office Tower*</b>	<i>54.8% Full</i>
<b>Scenario 2: Delayed Discharge of Half of 12-Story Office Tower*</b>	<i>51.3% Full</i>
<b>Scenario 3: Delayed Discharge of All of 12-Story Office Tower*</b>	<i>47.2% Full</i>

\*Fitness center and proposed restaurant included in Scenarios 1,2,3

Fusco Engineering respectfully requests approval of Scenario 3 indicated above.